
Appendix D – Transportation/Traffic

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Appendix D.1 Construction Traffic

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Appendix D.1-1
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Geometries

June 2018

Prepared for:

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

Prepared by:

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

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1. INTERSECTION GEOMETRY

This appendix provides the geometry for each of the 7 intersections included in the Construction Traffic Study.

Study Area Intersection Geometries

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2017)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 2 TRAFFIX Lane Geometry Report (2019 plus Other)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Study Area Intersection Geometries

Figure 3 TRAFFIX Lane Geometry Report (2019 plus Other plus UAL)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2017 plus UAL)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Study Area Intersection Geometries

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Appendix D.1-2
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Volumes

June 2018

Prepared for:

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

Prepared by:

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

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1. Intersection Volumes..... 1

TRAFFIX Intersection Volume Reports

Baseline (2017) AM Peak

Baseline (2017) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

2019 plus Other plus UAL (With Project) AM Peak

2019 plus Other plus UAL (With Project) PM Peak

Baseline (2017) plus UAL AM Peak

Baseline (2017) plus UAL PM Peak

2019 plus Other plus UAL (With Project) AM Peak – With Mitigation

2019 plus Other plus UAL (With Project) PM Peak – With Mitigation

Baseline (2017) plus UAL AM Peak – With Mitigation

Baseline (2017) plus UAL PM Peak – With Mitigation

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1. INTERSECTION VOLUMES

This appendix includes the intersection volumes used in the construction traffic analysis summary tables.

UAL – Baseline (2017)

UAL – 2019 Without Project

UAL – 2019 With Project

UAL – Baseline (2017) plus Project

UAL – 2019 With Project – With Mitigation

UAL – Baseline (2017) plus Project – With Mitigation

TRAFFIX Intersection Volume Report

Study Area Intersection Volumes

Scenario: Baseline 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Baseline 2017-AM Peak

Sun Jun 10, 2018 15:01:38

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	566	587	65	57	342	178	127	970	238	59	1238	89
2 IMPERIAL HWY.	292	557	109	226	293	208	132	241	64	244	1045	760
3 AVIATION BLVD	32	1456	23	31	679	59	42	32	30	27	54	58
4 IMPERIAL HWY.	1083	0	360	0	0	0	0	293	354	110	1107	0
5 IMPERIAL HWY.	619	0	74	0	0	0	0	371	76	0	1499	560
6 AVION DR. @	75	8	30	26	7	43	196	1275	53	49	1683	100
7 AVIATION BLVD	102	1359	66	23	672	21	3	21	93	38	72	45

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Baseline 2017-PM Peak

Sun Jun 10, 2018 15:03:36

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Baseline 2017-PM Peak

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

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Study Area Intersection Volumes

Baseline 2017-PM Peak

Sun Jun 10, 2018 15:03:38

Page 2-1

 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	485	564	132	112	524	150	151	2089	485	107	1289	156
2 IMPERIAL HWY.	146	387	251	395	617	132	240	1284	281	173	448	425
3 AVIATION BLVD	14	1043	35	38	1186	70	65	87	25	29	44	66
4 IMPERIAL HWY.	532	0	211	0	0	0	0	1654	509	146	653	0
5 IMPERIAL HWY.	176	0	303	0	0	0	0	2788	296	0	457	248
6 AVION DR. @	78	11	71	54	4	117	221	1513	35	50	1286	86
7 AVIATION BLVD	84	1122	46	24	1024	12	3	52	144	72	27	50

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Future 2019 w/o-AM Peak

Tue Jun 19, 2018 17:27:50

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Future 2019 w/o-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 w/o-AM Peak Tue Jun 19, 2018 17:27:50

Page 3-1

UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	649	621	67	66	361	190	141	1157	314	61	1321	104
2 IMPERIAL HWY.	315	580	113	296	311	222	137	250	66	254	1130	861
3 AVIATION BLVD	34	1584	24	33	778	61	43	34	31	28	57	60
4 IMPERIAL HWY.	1176	0	374	0	0	0	0	339	395	114	1216	0
5 IMPERIAL HWY.	650	0	77	0	0	0	0	400	79	0	1606	583
6 AVION DR. @ C	176	8	207	27	7	45	204	1374	75	70	1830	104
7 AVIATION BLVD	106	1484	69	24	770	22	4	22	96	40	75	47

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Future 2019 w/o-PM Peak Tue Jun 19, 2018 17:28:26

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 w/o-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 w/o-PM Peak Tue Jun 19, 2018 17:28:26

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	565	591	137	131	559	161	162	2248	552	112	1343	166
2 IMPERIAL HWY.	153	403	261	468	643	139	255	1380	304	180	471	502
3 AVIATION BLVD	14	1149	36	40	1294	73	67	90	26	30	46	68
4 IMPERIAL HWY.	581	0	220	0	0	0	0	1773	579	151	717	0
5 IMPERIAL HWY.	189	0	315	0	0	0	0	2933	308	0	494	258
6 AVION DR. @ C	101	11	93	56	4	122	230	1681	56	71	1386	89
7 AVIATION BLVD	88	1231	48	25	1126	12	4	54	150	75	28	52

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Future 2019 with-AM Peak Tue Jun 19, 2018 17:30:13

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 with-AM Peak Tue Jun 19, 2018 17:30:13

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	680	621	67	66	361	202	154	1157	345	61	1321	104
2 IMPERIAL HWY.	315	580	113	327	311	222	137	250	66	254	1130	892
3 AVIATION BLVD	34	1615	24	33	809	61	43	34	31	28	57	60
4 IMPERIAL HWY.	1194	0	374	0	0	0	0	351	413	114	1229	0
5 IMPERIAL HWY.	663	0	77	0	0	0	0	400	79	0	1606	583
6 AVION DR. @ C	176	8	250	27	7	45	204	1374	75	113	1830	104
7 AVIATION BLVD	106	1515	69	24	801	22	4	22	96	40	75	47

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Future 2019 with-PM Peak Tue Jun 19, 2018 17:30:38

Page 1-1

Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 with-PM Peak Tue Jun 19, 2018 17:30:38

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	592	591	137	131	559	172	173	2248	579	112	1343	166
2 IMPERIAL HWY.	153	403	261	495	643	139	255	1380	304	180	471	529
3 AVIATION BLVD	14	1177	36	40	1321	73	67	90	26	30	46	68
4 IMPERIAL HWY.	597	0	220	0	0	0	0	1785	595	151	728	0
5 IMPERIAL HWY.	200	0	315	0	0	0	0	2933	308	0	494	258
6 AVION DR. @ C	101	11	131	56	4	122	230	1681	56	109	1386	89
7 AVIATION BLVD	88	1259	48	25	1153	12	4	54	150	75	28	52

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B+P 2017-AM Peak

Tue Jun 19, 2018 17:33:34

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: B+P 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

B+P 2017-AM Peak

Tue Jun 19, 2018 17:33:34

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	602	587	65	57	342	192	141	970	274	59	1238	89
2 IMPERIAL HWY.	292	557	109	262	293	208	132	241	64	244	1045	796
3 AVIATION BLVD	32	1492	23	31	715	59	42	32	30	27	54	58
4 IMPERIAL HWY.	1104	0	360	0	0	0	0	308	375	110	1122	0
5 IMPERIAL HWY.	634	0	74	0	0	0	0	371	76	0	1499	560
6 AVION DR. @ C	75	8	80	26	7	43	196	1275	53	99	1683	100
7 AVIATION BLVD	102	1395	66	23	708	21	3	21	93	38	72	45

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B+P 2017-PM Peak

Tue Jun 19, 2018 17:34:08

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: B+P 2017-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

B+P 2017-PM Peak

Tue Jun 19, 2018 17:34:08

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	517	564	132	112	524	163	164	2089	517	107	1289	156
2 IMPERIAL HWY.	146	387	251	427	617	132	240	1284	281	173	448	457
3 AVIATION BLVD	14	1075	35	38	1218	70	65	87	25	29	44	66
4 IMPERIAL HWY.	551	0	211	0	0	0	0	1668	528	146	667	0
5 IMPERIAL HWY.	190	0	303	0	0	0	0	2788	296	0	457	248
6 AVION DR. @ C	78	11	116	54	4	117	221	1513	35	95	1286	86
7 AVIATION BLVD	84	1154	46	24	1056	12	3	52	144	72	27	50

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Future 2019 with Mit-AM Peak

Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with Mit-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 with Mit-AM Peak

 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	649	621	67	66	361	190	141	1157	314	61	1321	104
2 IMPERIAL HWY.	315	580	113	296	311	222	137	250	66	254	1130	861
3 AVIATION BLVD	34	1584	24	33	778	61	43	34	31	28	57	60
4 IMPERIAL HWY.	1176	0	374	0	0	0	0	339	395	114	1216	0
5 IMPERIAL HWY.	650	0	77	0	0	0	0	400	79	0	1606	583
6 AVION DR. @ C	176	8	207	27	7	45	204	1374	75	70	1830	104
7 AVIATION BLVD	106	1484	69	24	770	22	4	22	96	40	75	47

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Future 2019 with Mit-PM Peak

Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with Mit-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 with Mit-PM Peak

 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	565	591	137	131	559	161	162	2248	552	112	1343	166
2 IMPERIAL HWY.	153	403	261	468	643	139	255	1380	304	180	471	502
3 AVIATION BLVD	14	1149	36	40	1294	73	67	90	26	30	46	68
4 IMPERIAL HWY.	581	0	220	0	0	0	0	1773	579	151	717	0
5 IMPERIAL HWY.	189	0	315	0	0	0	0	2933	308	0	494	258
6 AVION DR. @ C	101	11	93	56	4	122	230	1681	56	71	1386	89
7 AVIATION BLVD	88	1231	48	25	1126	12	4	54	150	75	28	52

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Appendix D.1-3
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Capacity Analysis

June 2018

Prepared for:

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

Prepared by:

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

Table of Contents

1. Capacity Analysis Results..... 1

TRAFFIX Analysis Reports

Baseline (2017) AM Peak

Baseline (2017) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

2019 plus Other plus UAL (With Project) AM Peak

2019 plus Other plus UAL (With Project) PM Peak

Baseline (2017) plus UAL AM Peak

Baseline (2017) plus UAL PM Peak

2019 plus Other plus UAL (With Project) AM Peak – With Mitigation

2019 plus Other plus UAL (With Project) PM Peak – With Mitigation

Baseline (2017) plus UAL AM Peak – With Mitigation

Baseline (2017) plus UAL PM Peak – With Mitigation

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1. CAPACITY ANALYSIS RESULTS

This appendix provides the capacity analysis results for each condition and scenario evaluated in the construction traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, a.m. peak hour, and p.m. peak hour, for the Baseline With and Without Project (2017) and the Cumulative Traffic With and Without Project (2019), including the V/C and level of service results before and after Mitigation.

TRAFFIX Analysis Reports

Baseline 2017-AM Peak

Sun Jun 10, 2018 15:14:04

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UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Study Area Intersection Capacity Analysis

Scenario: Baseline 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Baseline 2017-AM Peak

Sun Jun 10, 2018 15:14:04

Page 4-1

UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: B

Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	3	1	0	1	0	3	1	0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	566	587	65	57	342	178	127	970	238	59	1238	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	587	65	57	342	178	127	970	238	59	1238	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	587	65	57	342	178	127	970	238	59	1238	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	587	65	57	342	178	127	970	238	59	1238	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	587	65	57	342	178	127	970	238	59	1238	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	623	587	65	63	342	178	127	970	238	59	1238	89

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	0.20	2.00	2.00	1.00	1.00	3.21	0.79	1.00	3.73	0.27
Final Sat.:	2750	2476	274	2750	2750	1375	1375	4416	1084	1375	5131	369

Capacity Analysis Module:

Vol/Sat:	0.23	0.24	0.24	0.02	0.12	0.13	0.09	0.22	0.22	0.04	0.24	0.24
Crit Vol:	311					178	127			332		
Crit Moves:	****					****	****			****		

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Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 119 Level of Service: D

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

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	292	557	109	226	293	208	132	241	64	244	1045	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	557	109	226	293	208	132	241	64	244	1045	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	557	109	226	293	208	132	241	64	244	1045	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	557	109	226	293	208	132	241	64	244	1045	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	557	109	226	293	208	132	241	64	244	1045	760
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	321	557	109	249	293	229	145	241	64	268	1045	760

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.68	1.32	2.00	2.37	0.63	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2316	1809	2750	3259	866	2750	4125	1375

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.08	0.09	0.13	0.13	0.05	0.07	0.07	0.10	0.25	0.55
Crit Vol:		279			0			73				760
Crit Moves:	****		****				****					****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: B

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

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Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	32	1456	23	31	679	59	42	32	30	27	54	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1456	23	31	679	59	42	32	30	27	54	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1456	23	31	679	59	42	32	30	27	54	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1456	23	31	679	59	42	32	30	27	54	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1456	23	31	679	59	42	32	30	27	54	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	1456	23	31	679	59	42	32	30	27	54	58

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Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1375	2707	43	1375	2530	220	1375	710	665	1375	1375	1375

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Capacity Analysis Module:

Vol/Sat:	0.02	0.54	0.54	0.02	0.27	0.27	0.03	0.05	0.05	0.02	0.04	0.04
Crit Vol:		739		31			42			54		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.909

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

Optimal Cycle: 180 Level Of Service: E

Street Name: / 105 RAMP IMPERIAL HWY.

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Permitted Protected

Rights: Ovl Ovl Include Include

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

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

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol: 1083 0 360 0 0 0 0 293 354 110 1107 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: 1083 0 360 0 0 0 0 293 354 110 1107 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 1083 0 360 0 0 0 0 293 354 110 1107 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: 1083 0 360 0 0 0 0 293 354 110 1107 0

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

Reduced Vol: 1083 0 360 0 0 0 0 293 354 110 1107 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00

Final Vol.: 1191 0 396 0 0 0 0 293 389 121 1107 0

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Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

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

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

Final Sat.: 2850 0 2850 0 0 0 0 2850 2850 2850 2850 0

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Capacity Analysis Module:

Vol/Sat: 0.42 0.00 0.14 0.00 0.00 0.00 0.00 0.10 0.14 0.04 0.39 0.00

Crit Vol: 596 0 147 554

Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	405 NORTH RAMP				IMPERIAL HWY									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase		Split Phase		Permitted		Permitted							
Rights:	Include		Include		Ignore		Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	0	0	0	0	0	0	0	0	2	1	1

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	619	0	74	0	0	0	0	371	76	0	1499	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	619	0	74	0	0	0	0	371	76	0	1499	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	619	0	74	0	0	0	0	371	76	0	1499	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	619	0	74	0	0	0	0	371	0	0	1499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	0	74	0	0	0	0	371	0	0	1499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	681	0	74	0	0	0	0	371	0	0	1499	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.80	0.00	0.20	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2571	0	279	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.35	0.00
Crit Vol:			377		0			0			500	
Crit Moves:			****					****			****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488

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

Optimal Cycle: 45 Level Of Service: A

Street Name: AVION DR. CENTURY BLVD.

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

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

Lanes: 1 0 1 0 1 1 0 1 0 1 2 0 4 0 1 1 0 3 1 0

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Volume Module:

Base Vol: 75 8 30 26 7 43 196 1275 53 49 1683 100

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

Initial Bse: 75 8 30 26 7 43 196 1275 53 49 1683 100

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 75 8 30 26 7 43 196 1275 53 49 1683 100

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

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

PHF Volume: 75 8 30 26 7 43 196 1275 53 49 1683 100

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

Reduced Vol: 75 8 30 26 7 43 196 1275 53 49 1683 100

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 75 8 30 26 7 43 216 1275 53 49 1683 100

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Saturation Flow Module:

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

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

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.78 0.22

Final Sat.: 1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5192 308

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Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.02 0.02 0.01 0.03 0.08 0.23 0.04 0.04 0.32 0.32

Crit Vol: 75 43 108 446

Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: C

Street Name: AVIATION 104th

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	102	1359	66	23	672	21	3	21	93	38	72	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1359	66	23	672	21	3	21	93	38	72	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1359	66	23	672	21	3	21	93	38	72	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1359	66	23	672	21	3	21	93	38	72	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1359	66	23	672	21	3	21	93	38	72	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	1359	66	23	672	21	3	21	93	38	72	45

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.03	0.18	0.79	1.00	0.62	0.38
Final Sat.:	1375	2623	127	1375	2667	83	35	247	1093	1375	846	529

Capacity Analysis Module:

Vol/Sat:	0.07	0.52	0.52	0.02	0.25	0.25	0.09	0.09	0.09	0.03	0.09	0.09
Crit Vol:		712		23				117				117
Crit Moves:		****		****				****				****

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Study Area Intersection Capacity Analysis

Scenario Report
Scenario: Baseline 2017-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: AVIATION BLVD. CENTURY BLVD.

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

Volume Module:

Base Vol:	485	564	132	112	524	150	151	2089	485	107	1289	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:	485	564	132	112	524	150	151	2089	485	107	1289	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	564	132	112	524	150	151	2089	485	107	1289	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:	485	564	132	112	524	150	151	2089	485	107	1289	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	564	132	112	524	150	151	2089	485	107	1289	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	534	564	132	123	524	150	151	2089	485	107	1289	156

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	3.25	0.75	1.00	3.57	0.43
Final Sat.:	2750	2228	522	2750	2750	1375	1375	4464	1036	1375	4906	594

Capacity Analysis Module:

Vol/Sat:	0.19	0.25	0.25	0.04	0.19	0.11	0.11	0.47	0.47	0.08	0.26	0.26
Crit Vol:	267			262			644			107		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747

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

Optimal Cycle: 90 Level Of Service: C

Street Name: AVIATION BL. IMPERIAL HWY.

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Ovl Ovl Include Ovl

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

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

-----|-----|-----|-----|

Volume Module:

Base Vol: 146 387 251 395 617 132 240 1284 281 173 448 425

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

Initial Bse: 146 387 251 395 617 132 240 1284 281 173 448 425

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 146 387 251 395 617 132 240 1284 281 173 448 425

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

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

PHF Volume: 146 387 251 395 617 132 240 1284 281 173 448 425

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

Reduced Vol: 146 387 251 395 617 132 240 1284 281 173 448 425

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00

Final Vol.: 161 387 251 435 617 145 264 1284 281 190 448 425

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.46 0.54 2.00 3.00 1.00

Final Sat.: 2750 2750 1375 2750 2750 1375 2750 3384 741 2750 4125 1375

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.14 0.18 0.16 0.22 0.11 0.10 0.38 0.38 0.07 0.11 0.31

Crit Vol: 194 217 522 95

Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	14	1043	35	38	1186	70	65	87	25	29	44	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	1043	35	38	1186	70	65	87	25	29	44	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1043	35	38	1186	70	65	87	25	29	44	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	1043	35	38	1186	70	65	87	25	29	44	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1043	35	38	1186	70	65	87	25	29	44	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1043	35	38	1186	70	65	87	25	29	44	66

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1375	2661	89	1375	2597	153	1375	1068	307	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.39	0.03	0.46	0.46	0.05	0.08	0.08	0.02	0.03	0.05
Crit Vol:	14			628			112			29		
Crit Moves:	****			****			****			****		

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650

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

Optimal Cycle: 53 Level Of Service: B

Street Name: / 105 RAMP IMPERIAL HWY.

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Permitted Protected

Rights: Ovl Ovl Include Include

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

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

Volume Module:

Base Vol: 532 0 211 0 0 0 0 0 1654 509 146 653 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: 532 0 211 0 0 0 0 0 1654 509 146 653 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 532 0 211 0 0 0 0 0 1654 509 146 653 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: 532 0 211 0 0 0 0 0 1654 509 146 653 0

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

Reduced Vol: 532 0 211 0 0 0 0 0 1654 509 146 653 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00

Final Vol.: 585 0 232 0 0 0 0 0 1654 560 161 653 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

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

Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.99 1.01 2.00 2.00 0.00

Final Sat.: 2850 0 2850 0 0 0 0 4258 1442 2850 2850 0

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.21 0.00 0.08 0.00 0.00 0.00 0.00 0.39 0.39 0.06 0.23 0.00

Crit Vol: 293 0 553 80

Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 138 Level Of Service: D

Street Name: 405 NORTH RAMP IMPERIAL HWY

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Permitted				Permitted							
Rights:	Include				Include				Ignore				Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	0	0	0	0	0	2	1	1	0	0	2	1	1

Volume Module:

Base Vol:	176	0	303	0	0	0	0	2788	296	0	457	248	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	176	0	303	0	0	0	0	2788	296	0	457	248	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	176	0	303	0	0	0	0	2788	296	0	457	248	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	176	0	303	0	0	0	0	2788	0	0	457	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	176	0	303	0	0	0	0	2788	0	0	457	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	194	0	303	0	0	0	0	2788	0	0	457	0	

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.21	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.11	0.00
Crit Vol:			303		0			929			0	
Crit Moves:			****					****			****	

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480

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

Optimal Cycle: 44 Level Of Service: A

Street Name: AVION DR. CENTURY BLVD.

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

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

Lanes: 1 0 1 0 1 1 0 1 0 1 2 0 4 0 1 1 0 3 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 78 11 71 54 4 117 221 1513 35 50 1286 86

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

Initial Bse: 78 11 71 54 4 117 221 1513 35 50 1286 86

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 78 11 71 54 4 117 221 1513 35 50 1286 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: 78 11 71 54 4 117 221 1513 35 50 1286 86

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

Reduced Vol: 78 11 71 54 4 117 221 1513 35 50 1286 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 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 78 11 71 54 4 117 243 1513 35 50 1286 86

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.75 0.25

Final Sat.: 1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5155 345

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.01 0.05 0.04 0.00 0.09 0.09 0.28 0.03 0.04 0.25 0.25

Crit Vol: 78 117 122 343

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639

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

Optimal Cycle: 63 Level Of Service: B

Street Name: AVIATION 104th

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

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

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 84 1122 46 24 1024 12 3 52 144 72 27 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: 84 1122 46 24 1024 12 3 52 144 72 27 50

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 84 1122 46 24 1024 12 3 52 144 72 27 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: 84 1122 46 24 1024 12 3 52 144 72 27 50

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

Reduced Vol: 84 1122 46 24 1024 12 3 52 144 72 27 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

Final Vol.: 84 1122 46 24 1024 12 3 52 144 72 27 50

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 1.00 1.92 0.08 1.00 1.98 0.02 0.02 0.26 0.72 1.00 0.35 0.65

Final Sat.: 1375 2642 108 1375 2718 32 21 359 995 1375 482 893

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.42 0.42 0.02 0.38 0.38 0.14 0.14 0.14 0.05 0.06 0.06

Crit Vol: 84 518 199 77

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario: Future 2019 w/o-AM Peak

Scenario Report

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

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: C

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 589 610 67 59 356 185 132 1009 248 61 1288 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: 589 610 67 59 356 185 132 1009 248 61 1288 93
 Added Vol: 60 11 0 7 5 5 9 148 66 0 33 11
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 649 621 67 66 361 190 141 1157 314 61 1321 104
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 649 621 67 66 361 190 141 1157 314 61 1321 104
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 649 621 67 66 361 190 141 1157 314 61 1321 104
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 714 621 67 73 361 190 141 1157 314 61 1321 104
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 3.15 0.85 1.00 3.71 0.29
 Final Sat.: 2750 2482 268 2750 2750 1375 1375 4326 1174 1375 5099 401
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.26 0.25 0.25 0.03 0.13 0.14 0.10 0.27 0.27 0.04 0.26 0.26
 Crit Vol: 357 190 141 356
 Crit Moves: **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.892
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                2  0  2  0  1      2  0  1  1  1      2  0  2  1  0      2  0  3  0  1
-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             303  579  113  235  305  217  137  250  66  254 1087  791
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           303  579  113  235  305  217  137  250  66  254 1087  791
Added Vol:             12   1   0   61   6   5   0   0   0   0   43   70
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           315  580  113  296  311  222  137  250  66  254 1130  861
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            315  580  113  296  311  222  137  250  66  254 1130  861
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           315  580  113  296  311  222  137  250  66  254 1130  861
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:            347  580  113  326  311  244  151  250  66  279 1130  861
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00  2.00 1.68  1.32  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2311  1814  2750 3263  862  2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.21  0.08  0.12 0.13  0.13  0.05 0.08  0.08  0.10 0.27  0.63
Crit Vol:              290           0           75           861
Crit Moves:           ****          ****          ****          ****
*****
  
```

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Study Area Intersection Capacity Analysis

Future 2019 w/o-AM Peak Tue Jun 19, 2018 17:29:02 Page 6-1

 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 1 0

 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 34 1514 24 33 707 61 43 34 31 28 57 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 34 1514 24 33 707 61 43 34 31 28 57 60
 Added Vol: 0 70 0 0 71 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 34 1584 24 33 778 61 43 34 31 28 57 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 34 1584 24 33 778 61 43 34 31 28 57 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 34 1584 24 33 778 61 43 34 31 28 57 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 34 1584 24 33 778 61 43 34 31 28 57 60

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.97 0.03 1.00 1.85 0.15 1.00 0.52 0.48 1.00 1.00 1.00
 Final Sat.: 1375 2709 41 1375 2550 200 1375 719 656 1375 1375 1375

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.58 0.58 0.02 0.31 0.31 0.03 0.05 0.05 0.02 0.04 0.04
 Crit Vol: 804 33 43 57
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.000
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0          0  0  0          0  0  0          0  0  0
Lanes:               2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:            1127  0  374  0  0  0  0  305  368  114 1152  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
Initial Bse:          1127  0  374  0  0  0  0  305  368  114 1152  0
Added Vol:           49  0  0  0  0  0  0  34  27  0  64  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          1176  0  374  0  0  0  0  339  395  114 1216  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
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:          1176  0  374  0  0  0  0  339  395  114 1216  0
Reduct Vol:          0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:         1176  0  374  0  0  0  0  339  395  114 1216  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
MLF Adj:             1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:          1294  0  411  0  0  0  0  339  435  125 1216  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:          2850  0 2850  0  0  0  0 2850  2850  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.45 0.00 0.14 0.00 0.00 0.00 0.00 0.12 0.15 0.04 0.43 0.00
Crit Vol:            647  0  0  0  0  0  170  608
Crit Moves:         ****          ****          ****
*****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 644 0 77 0 0 0 0 386 79 0 1560 583
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 644 0 77 0 0 0 0 386 79 0 1560 583
 Added Vol: 6 0 0 0 0 0 0 14 0 0 46 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 650 0 77 0 0 0 0 400 79 0 1606 583
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 650 0 77 0 0 0 0 400 0 0 1606 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 650 0 77 0 0 0 0 400 0 0 1606 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 715 0 77 0 0 0 0 400 0 0 1606 0
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.81 0.00 0.19 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2573 0 277 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.38 0.00
 Crit Vol: 396 0 0 535
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name: AVIATION 104th

Approach:	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	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	106	1414	69	24	699	22	4	22	96	40	75	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1414	69	24	699	22	4	22	96	40	75	47
Added Vol:	0	70	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1484	69	24	770	22	4	22	96	40	75	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1484	69	24	770	22	4	22	96	40	75	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1484	69	24	770	22	4	22	96	40	75	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1484	69	24	770	22	4	22	96	40	75	47

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.03	0.18	0.79	1.00	0.61	0.39
Final Sat.:	1375	2628	122	1375	2674	76	45	248	1082	1375	845	530

Capacity Analysis Module:

Vol/Sat:	0.08	0.56	0.56	0.02	0.29	0.29	0.09	0.09	0.09	0.03	0.09	0.09
Crit Vol:		776		24					122			122
Crit Moves:		****		****					****			****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario: Future 2019 w/o-PM Peak

Scenario Report

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

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Study Area Intersection Capacity Analysis

 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.020
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|-----|
 Volume Module:
 Base Vol: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Added Vol: 60 5 0 14 13 5 5 74 47 0 2 4
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 565 591 137 131 559 161 162 2248 552 112 1343 166
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 565 591 137 131 559 161 162 2248 552 112 1343 166
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 565 591 137 131 559 161 162 2248 552 112 1343 166
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 622 591 137 144 559 161 162 2248 552 112 1343 166
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.62 0.38 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.56 0.44
 Final Sat.: 2750 2232 518 2750 2750 1375 1375 4416 1084 1375 4895 605
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.23 0.26 0.26 0.05 0.20 0.12 0.12 0.51 0.51 0.08 0.27 0.27
 Crit Vol: 311 280 700 112
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.814
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        123          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             151  403  261  411  642  137  250 1336  292  180  466  442
Growth Adj:           1.00 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  403  261  411  642  137  250 1336  292  180  466  442
Added Vol:             2   0   0   57   1   2   5  44  12   0   5   60
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          153  403  261  468  643  139  255 1380  304  180  471  502
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 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  403  261  468  643  139  255 1380  304  180  471  502
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          153  403  261  468  643  139  255 1380  304  180  471  502
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:           168  403  261  515  643  153  281 1380  304  198  471  502
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.46  0.54  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2750  1375  2750 3380  745  2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.15  0.19  0.19 0.23  0.11  0.10 0.41  0.41  0.07 0.11  0.37
Crit Vol:              201          257          561          99
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 1 0
 -----|-----|-----|-----|-----|
 Volume Module:
 Base Vol: 14 1085 36 40 1234 73 67 90 26 30 46 68
 Growth Adj: 1.00 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 1085 36 40 1234 73 67 90 26 30 46 68
 Added Vol: 0 64 0 0 60 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 14 1149 36 40 1294 73 67 90 26 30 46 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: 14 1149 36 40 1294 73 67 90 26 30 46 68
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 14 1149 36 40 1294 73 67 90 26 30 46 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
 Final Vol.: 14 1149 36 40 1294 73 67 90 26 30 46 68
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.94 0.06 1.00 1.89 0.11 1.00 0.78 0.22 1.00 1.00 1.00
 Final Sat.: 1375 2666 84 1375 2603 147 1375 1067 308 1375 1375 1375
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.43 0.43 0.03 0.50 0.50 0.05 0.08 0.08 0.02 0.03 0.05
 Crit Vol: 14 684 116 30
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|-----|
 Volume Module:
 Base Vol: 183 0 315 0 0 0 0 2901 308 0 476 258
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 183 0 315 0 0 0 0 2901 308 0 476 258
 Added Vol: 6 0 0 0 0 0 0 32 0 0 18 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 189 0 315 0 0 0 0 2933 308 0 494 258
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 189 0 315 0 0 0 0 2933 0 0 494 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 189 0 315 0 0 0 0 2933 0 0 494 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 208 0 315 0 0 0 0 2933 0 0 494 0
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 1425 0 1425 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.22 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.12 0.00
 Crit Vol: 315 0 978 0
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.522
Loss Time (sec):     0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       48          Level Of Service:          A
*****
Street Name:          AVION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include           Include           Include           Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  1  0  1    1  0  1  0  1    2  0  4  0  1    1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             81  11  74  56  4  122  230 1574  36  52 1338  89
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           81  11  74  56  4  122  230 1574  36  52 1338  89
Added Vol:             20  0  19  0  0  0  0  107  20  19  48  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           101 11  93  56  4  122  230 1681  56  71 1386  89
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           101 11  93  56  4  122  230 1681  56  71 1386  89
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           101 11  93  56  4  122  230 1681  56  71 1386  89
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           101 11  93  56  4  122  253 1681  56  71 1386  89
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.76 0.24
Final Sat.:           1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5168 332
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01 0.07 0.04 0.00 0.09 0.09 0.31 0.04 0.05 0.27 0.27
Crit Vol:             101          122  127          369
Crit Moves:          ****          ****  ****          ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: B

Street Name: AVIATION 104th

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	88	1167	48	25	1066	12	4	54	150	75	28	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1167	48	25	1066	12	4	54	150	75	28	52
Added Vol:	0	64	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1231	48	25	1126	12	4	54	150	75	28	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1231	48	25	1126	12	4	54	150	75	28	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1231	48	25	1126	12	4	54	150	75	28	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	1231	48	25	1126	12	4	54	150	75	28	52

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.98	0.02	0.02	0.26	0.72	1.00	0.35	0.65
Final Sat.:	1375	2647	103	1375	2721	29	26	357	992	1375	481	894

Capacity Analysis Module:

Vol/Sat:	0.06	0.47	0.47	0.02	0.41	0.41	0.15	0.15	0.15	0.05	0.06	0.06
Crit Vol:		640		25				208			80	
Crit Moves:		****		****				****			****	

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 109 Level Of Service: C

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 589 610 67 59 356 185 132 1009 248 61 1288 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: 589 610 67 59 356 185 132 1009 248 61 1288 93
 Added Vol: 91 11 0 7 5 17 22 148 97 0 33 11
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 680 621 67 66 361 202 154 1157 345 61 1321 104
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 680 621 67 66 361 202 154 1157 345 61 1321 104
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 680 621 67 66 361 202 154 1157 345 61 1321 104
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 748 621 67 73 361 202 154 1157 345 61 1321 104
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 3.08 0.92 1.00 3.71 0.29
 Final Sat.: 2750 2482 268 2750 2750 1375 1375 4237 1263 1375 5099 401
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.27 0.25 0.25 0.03 0.13 0.15 0.11 0.27 0.27 0.04 0.26 0.26
 Crit Vol: 374 202 154 356
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.914
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             303  579  113  235  305  217  137  250  66  254  1087  791
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          303  579  113  235  305  217  137  250  66  254  1087  791
Added Vol:            12  1  0          92  6  5          0  0  0          0  43  101
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          315  580  113  327  311  222  137  250  66  254  1130  892
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           315  580  113  327  311  222  137  250  66  254  1130  892
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          315  580  113  327  311  222  137  250  66  254  1130  892
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           347  580  113  360  311  244  151  250  66  279  1130  892
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.68  1.32  2.00  2.37  0.63  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2311  1814  2750  3263  862  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13  0.21  0.08  0.13  0.13  0.13  0.05  0.08  0.08  0.10  0.27  0.65
Crit Vol:              290          0          75          892
Crit Moves:           ****          ****          ****          ****
*****
  
```

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 1 0

 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 34 1514 24 33 707 61 43 34 31 28 57 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 34 1514 24 33 707 61 43 34 31 28 57 60
 Added Vol: 0 101 0 0 102 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 34 1615 24 33 809 61 43 34 31 28 57 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 34 1615 24 33 809 61 43 34 31 28 57 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 34 1615 24 33 809 61 43 34 31 28 57 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 34 1615 24 33 809 61 43 34 31 28 57 60

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.97 0.03 1.00 1.86 0.14 1.00 0.52 0.48 1.00 1.00 1.00
 Final Sat.: 1375 2710 40 1375 2557 193 1375 719 656 1375 1375 1375

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.60 0.60 0.02 0.32 0.32 0.03 0.05 0.05 0.02 0.04 0.04
 Crit Vol: 820 33 43 57
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #74 IMPERIAL HWY. @ 105 RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.015
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: / 105 RAMP IMPERIAL HWY.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Protected
 Rights: Ovl Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 2 1 1 2 0 2 0 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 1127 0 374 0 0 0 0 0 305 368 114 1152 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: 1127 0 374 0 0 0 0 0 305 368 114 1152 0
 Added Vol: 67 0 0 0 0 0 0 0 46 45 0 77 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1194 0 374 0 0 0 0 0 351 413 114 1229 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: 1194 0 374 0 0 0 0 0 351 413 114 1229 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1194 0 374 0 0 0 0 0 351 413 114 1229 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
 Final Vol.: 1313 0 411 0 0 0 0 0 351 454 125 1229 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
 Final Sat.: 2850 0 2850 0 0 0 0 2850 2850 2850 2850 0
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.46 0.00 0.14 0.00 0.00 0.00 0.00 0.12 0.16 0.04 0.43 0.00
 Crit Vol: 657 0 176 615
 Crit Moves: **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 644 0 77 0 0 0 0 386 79 0 1560 583
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 644 0 77 0 0 0 0 386 79 0 1560 583
 Added Vol: 19 0 0 0 0 0 0 14 0 0 46 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 663 0 77 0 0 0 0 400 79 0 1606 583
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 663 0 77 0 0 0 0 400 0 0 1606 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 663 0 77 0 0 0 0 400 0 0 1606 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 729 0 77 0 0 0 0 400 0 0 1606 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.81 0.00 0.19 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2578 0 272 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.38 0.00
 Crit Vol: 403 0 0 0 0 0 0 535
 Crit Moves: **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	AVION DR.				CENTURY BLVD.											
Approach:	North Bound			South Bound			East Bound		West Bound							
Movement:	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						
Lanes:	1	0	1	0	1	1	2	0	4	0	1	1	0	3	1	0

Volume Module:

Base Vol:	78	8	31	27	7	45	204	1327	55	51	1751	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	8	31	27	7	45	204	1327	55	51	1751	104
Added Vol:	98	0	219	0	0	0	0	47	20	62	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	8	250	27	7	45	204	1374	75	113	1830	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	8	250	27	7	45	204	1374	75	113	1830	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	8	250	27	7	45	204	1374	75	113	1830	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	8	250	27	7	45	224	1374	75	113	1830	104

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.78	0.22
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5204	296

Capacity Analysis Module:

Vol/Sat:	0.13	0.01	0.18	0.02	0.01	0.03	0.08	0.25	0.05	0.08	0.35	0.35	
Crit Vol:				250	27			112			483		
Crit Moves:				****	****			****			****		

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #1002 AVIATION BLVD. @104th
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.771
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        100          Level Of Service:              C
*****
Street Name:          AVIATION                                104th
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Protected          Protected          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  1  1  0        1  0  1  1  0        0  0  1!  0  0        1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                106 1414      69   24 699   22    4  22   96   40  75   47
Growth Adj:              1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              106 1414      69   24 699   22    4  22   96   40  75   47
Added Vol:                 0  101      0    0 102   0    0  0  0    0    0  0  0
PasserByVol:              0  0      0    0  0  0    0  0  0    0    0  0  0
Initial Fut:              106 1515      69   24 801   22    4  22   96   40  75   47
User Adj:                 1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              106 1515      69   24 801   22    4  22   96   40  75   47
Reduct Vol:                 0  0      0    0  0  0    0  0  0    0    0  0  0
Reduced Vol:              106 1515      69   24 801   22    4  22   96   40  75   47
PCE Adj:                  1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:               106 1515      69   24 801   22    4  22   96   40  75   47
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375   1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:              1.00 1.00   1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                   1.00 1.91   0.09  1.00 1.95  0.05  0.03 0.18  0.79  1.00 0.61  0.39
Final Sat.:              1375 2630   120  1375 2676   74   45  248  1082  1375  845   530
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.58   0.58  0.02 0.30  0.30  0.09 0.09  0.09  0.03 0.09  0.09
Crit Vol:                  792      24      122
Crit Moves:                ****      ****      ****      ****
*****

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Study Area Intersection Capacity Analysis

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Scenario: Future 2019 with-PM Peak

Scenario Report

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

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.036
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Added Vol: 87 5 0 14 13 16 16 74 74 0 2 4
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 592 591 137 131 559 172 173 2248 579 112 1343 166
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 592 591 137 131 559 172 173 2248 579 112 1343 166
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 592 591 137 131 559 172 173 2248 579 112 1343 166
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 651 591 137 144 559 172 173 2248 579 112 1343 166
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.62 0.38 2.00 2.00 1.00 1.00 3.18 0.82 1.00 3.56 0.44
 Final Sat.: 2750 2232 518 2750 2750 1375 1375 4374 1126 1375 4895 605
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.24 0.26 0.26 0.05 0.20 0.13 0.13 0.51 0.51 0.08 0.27 0.27
 Crit Vol: 326 280 707 112
 Crit Moves: **** **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.825
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

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

Volume Module:

Base Vol:	151	403	261	411	642	137	250	1336	292	180	466	442
Growth Adj:	1.00	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	403	261	411	642	137	250	1336	292	180	466	442
Added Vol:	2	0	0	84	1	2	5	44	12	0	5	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	403	261	495	643	139	255	1380	304	180	471	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	403	261	495	643	139	255	1380	304	180	471	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	403	261	495	643	139	255	1380	304	180	471	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	168	403	261	545	643	153	281	1380	304	198	471	529

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3380	745	2750	4125	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.19	0.20	0.23	0.11	0.10	0.41	0.41	0.07	0.11	0.38
Crit Vol:	201	272	561	99	99	99	99	99	99	99	99	99
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 14 1085 36 40 1234 73 67 90 26 30 46 68
 Growth Adj: 1.00 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 1085 36 40 1234 73 67 90 26 30 46 68
 Added Vol: 0 92 0 0 87 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 14 1177 36 40 1321 73 67 90 26 30 46 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: 14 1177 36 40 1321 73 67 90 26 30 46 68
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 14 1177 36 40 1321 73 67 90 26 30 46 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
 Final Vol.: 14 1177 36 40 1321 73 67 90 26 30 46 68
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.94 0.06 1.00 1.90 0.10 1.00 0.78 0.22 1.00 1.00 1.00
 Final Sat.: 1375 2668 82 1375 2606 144 1375 1067 308 1375 1375 1375
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.44 0.44 0.03 0.51 0.51 0.05 0.08 0.08 0.02 0.03 0.05
 Crit Vol: 14 697 116 30
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.717
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        66          Level Of Service:          C
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:            Split Phase        Split Phase        Permitted         Protected
Rights:             Ovl              Ovl              Include           Include
Min. Green:         0  0  0          0  0  0          0  0  0          0  0  0
Lanes:              2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:           554  0  220      0  0  0          0 1721  530  151  679  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:         554  0  220      0  0  0          0 1721  530  151  679  0
Added Vol:           43  0  0          0  0  0          0  64  65  0  49  0
PasserByVol:         0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:         597  0  220      0  0  0          0 1785  595  151  728  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:          597  0  220      0  0  0          0 1785  595  151  728  0
Reduct Vol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:         597  0  220      0  0  0          0 1785  595  151  728  0
PCE Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.10 1.00 1.10    1.00 1.00 1.00    1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:          657  0  242      0  0  0          0 1785  655  166  728  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425    1425 1425 1425    1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              2.00 0.00 2.00    0.00 0.00 0.00    0.00 2.93 1.07 2.00 2.00 0.00
Final Sat.:         2850  0 2850      0  0  0          0 4171 1529 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.23 0.00 0.08    0.00 0.00 0.00    0.00 0.43 0.43 0.06 0.26 0.00
Crit Vol:           328          0          610          83
Crit Moves:        ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 183 0 315 0 0 0 0 2901 308 0 476 258
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 183 0 315 0 0 0 0 2901 308 0 476 258
 Added Vol: 17 0 0 0 0 0 0 32 0 0 18 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 200 0 315 0 0 0 0 2933 308 0 494 258
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 200 0 315 0 0 0 0 2933 0 0 494 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 200 0 315 0 0 0 0 2933 0 0 494 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 220 0 315 0 0 0 0 2933 0 0 494 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 1425 0 1425 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.22 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.12 0.00
 Crit Vol: 315 0 978 0
 Crit Moves: **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.547
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Protected        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  1  0  1    1  0  1  0  1    2  0  4  0  1    1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             81  11  74    56  4  122    230 1574    36   52 1338    89
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           81  11  74    56  4  122    230 1574    36   52 1338    89
Added Vol:             20  0  57     0  0  0         0  107    20   57  48     0
PasserByVol:          0  0  0         0  0  0         0  0  0         0  0  0     0
Initial Fut:          101  11  131    56  4  122    230 1681    56  109 1386    89
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           101  11  131    56  4  122    230 1681    56  109 1386    89
Reduct Vol:            0  0  0         0  0  0         0  0  0         0  0  0     0
Reduced Vol:          101  11  131    56  4  122    230 1681    56  109 1386    89
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           101  11  131    56  4  122    253 1681    56  109 1386    89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00    1.00 1.00  1.00    2.00 4.00  1.00  1.00 3.76  0.24
Final Sat.:           1375 1375  1375    1375 1375  1375    2750 5500  1375  1375 5168   332
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01  0.10    0.04 0.00  0.09    0.09 0.31  0.04  0.08 0.27  0.27
Crit Vol:              101                                122                420                109
Crit Moves:          ****                                ****                ****                ****
*****
  
```

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: C

 Street Name: AVIATION 104th
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0

 Volume Module:
 Base Vol: 88 1167 48 25 1066 12 4 54 150 75 28 52
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 88 1167 48 25 1066 12 4 54 150 75 28 52
 Added Vol: 0 92 0 0 87 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 88 1259 48 25 1153 12 4 54 150 75 28 52
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 88 1259 48 25 1153 12 4 54 150 75 28 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 88 1259 48 25 1153 12 4 54 150 75 28 52
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 88 1259 48 25 1153 12 4 54 150 75 28 52

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.93 0.07 1.00 1.98 0.02 0.02 0.26 0.72 1.00 0.35 0.65
 Final Sat.: 1375 2649 101 1375 2722 28 26 357 992 1375 481 894

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.48 0.48 0.02 0.42 0.42 0.15 0.15 0.15 0.05 0.06 0.06
 Crit Vol: 653 25 208 80
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: B+P 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 83 Level Of Service: C

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 566 587 65 57 342 178 127 970 238 59 1238 89
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 566 587 65 57 342 178 127 970 238 59 1238 89
 Added Vol: 36 0 0 0 0 0 14 14 0 36 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 602 587 65 57 342 192 141 970 274 59 1238 89
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 602 587 65 57 342 192 141 970 274 59 1238 89
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 602 587 65 57 342 192 141 970 274 59 1238 89
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 662 587 65 63 342 192 141 970 274 59 1238 89
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.80 0.20 2.00 2.00 1.00 1.00 3.12 0.88 1.00 3.73 0.27
 Final Sat.: 2750 2476 274 2750 2750 1375 1375 4289 1211 1375 5131 369
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.24 0.24 0.24 0.02 0.12 0.14 0.10 0.23 0.23 0.04 0.24 0.24
 Crit Vol: 331 192 141 332
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.834
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	D

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

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol: 292 557 109 226 293 208 132 241 64 244 1045 760
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 292 557 109 226 293 208 132 241 64 244 1045 760
Added Vol: 0 0 0 36 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 557 109 262 293 208 132 241 64 244 1045 796
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 292 557 109 262 293 208 132 241 64 244 1045 796
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 557 109 262 293 208 132 241 64 244 1045 796
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 321 557 109 288 293 229 145 241 64 268 1045 796

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.68 1.32 2.00 2.37 0.63 2.00 3.00 1.00
Final Sat.: 2750 2750 1375 2750 2316 1809 2750 3259 866 2750 4125 1375

Capacity Analysis Module:
Vol/Sat: 0.12 0.20 0.08 0.10 0.13 0.13 0.05 0.07 0.07 0.10 0.25 0.58
Crit Vol: 279 0 73 796
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: B

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	32	1456	23	31	679	59	42	32	30	27	54	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1456	23	31	679	59	42	32	30	27	54	58
Added Vol:	0	36	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1492	23	31	715	59	42	32	30	27	54	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1492	23	31	715	59	42	32	30	27	54	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1492	23	31	715	59	42	32	30	27	54	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	1492	23	31	715	59	42	32	30	27	54	58

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.85	0.15	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1375	2708	42	1375	2540	210	1375	710	665	1375	1375	1375

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.02	0.55	0.55	0.02	0.28	0.28	0.03	0.05	0.05	0.02	0.04	0.04
Crit Vol:		757			31			42			54	
Crit Moves:	****		****		****		****		****		****	

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #74 IMPERIAL HWY. @ 105 RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: / 105 RAMP IMPERIAL HWY.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----
 Control: Split Phase Split Phase Permitted Protected
 Rights: Ovl Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 0 2 1 1 2 0 2 0 0
 -----|-----|-----|-----|-----
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 1083 0 360 0 0 0 0 293 354 110 1107 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: 1083 0 360 0 0 0 0 293 354 110 1107 0
 Added Vol: 21 0 0 0 0 0 0 15 21 0 15 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1104 0 360 0 0 0 0 308 375 110 1122 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: 1104 0 360 0 0 0 0 308 375 110 1122 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1104 0 360 0 0 0 0 308 375 110 1122 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
 Final Vol.: 1214 0 396 0 0 0 0 308 413 121 1122 0
 -----|-----|-----|-----|-----
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
 Final Sat.: 2850 0 2850 0 0 0 0 2850 2850 2850 2850 0
 -----|-----|-----|-----|-----
 Capacity Analysis Module:
 Vol/Sat: 0.43 0.00 0.14 0.00 0.00 0.00 0.00 0.11 0.14 0.04 0.39 0.00
 Crit Vol: 607 154 561
 Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name:	405 NORTH RAMP				IMPERIAL HWY									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase		Split Phase		Permitted		Permitted							
Rights:	Include		Include		Ignore		Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	0	0	0	0	0	0	0	0	2	1	1

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	619	0	74	0	0	0	0	371	76	0	1499	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	619	0	74	0	0	0	0	371	76	0	1499	560
Added Vol:	15	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	0	74	0	0	0	0	371	76	0	1499	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	634	0	74	0	0	0	0	371	0	0	1499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	0	74	0	0	0	0	371	0	0	1499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	697	0	74	0	0	0	0	371	0	0	1499	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2577	0	273	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.35	0.00
Crit Vol:			386		0			0			500	
Crit Moves:			****					****			****	

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.488
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	AVION DR.				CENTURY BLVD.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	2	0	4

Volume Module:												
Base Vol:	75	8	30	26	7	43	196	1275	53	49	1683	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	8	30	26	7	43	196	1275	53	49	1683	100
Added Vol:	0	0	50	0	0	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	8	80	26	7	43	196	1275	53	99	1683	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	8	80	26	7	43	196	1275	53	99	1683	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	8	80	26	7	43	196	1275	53	99	1683	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	8	80	26	7	43	216	1275	53	99	1683	100

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.78	0.22
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5192	308

Capacity Analysis Module:													
Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.03	0.08	0.23	0.04	0.07	0.32	0.32	
Crit Vol:	75						43	108					446
Crit Moves:	****			****			****		****				

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718

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

Optimal Cycle: 81 Level Of Service: C

Street Name: AVIATION 104th

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

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

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 102 1359 66 23 672 21 3 21 93 38 72 45

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

Initial Bse: 102 1359 66 23 672 21 3 21 93 38 72 45

Added Vol: 0 36 0 0 36 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 102 1395 66 23 708 21 3 21 93 38 72 45

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

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

PHF Volume: 102 1395 66 23 708 21 3 21 93 38 72 45

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

Reduced Vol: 102 1395 66 23 708 21 3 21 93 38 72 45

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 102 1395 66 23 708 21 3 21 93 38 72 45

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 1.00 1.91 0.09 1.00 1.94 0.06 0.03 0.18 0.79 1.00 0.62 0.38

Final Sat.: 1375 2626 124 1375 2671 79 35 247 1093 1375 846 529

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.07 0.53 0.53 0.02 0.27 0.27 0.09 0.09 0.09 0.03 0.09 0.09

Crit Vol: 731 23 117 117

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: B+P 2017-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.949
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 485 564 132 112 524 150 151 2089 485 107 1289 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: 485 564 132 112 524 150 151 2089 485 107 1289 156
 Added Vol: 32 0 0 0 0 0 13 13 0 32 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 517 564 132 112 524 163 164 2089 517 107 1289 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: 517 564 132 112 524 163 164 2089 517 107 1289 156
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 517 564 132 112 524 163 164 2089 517 107 1289 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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 569 564 132 123 524 163 164 2089 517 107 1289 156
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.62 0.38 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.57 0.43
 Final Sat.: 2750 2228 522 2750 2750 1375 1375 4409 1091 1375 4906 594
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.21 0.25 0.25 0.04 0.19 0.12 0.12 0.47 0.47 0.08 0.26 0.26
 Crit Vol: 284 262 651 107
 Crit Moves: **** **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 IMPERIAL HWY. @ AVIATION BL.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: C

 Street Name: AVIATION BL. IMPERIAL HWY.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Ovl Ovl Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 0 1 2 0 1 1 1 2 0 2 1 0 2 0 3 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 146 387 251 395 617 132 240 1284 281 173 448 425
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 146 387 251 395 617 132 240 1284 281 173 448 425
 Added Vol: 0 0 0 32 0 0 0 0 0 0 0 32
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 146 387 251 427 617 132 240 1284 281 173 448 457
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 146 387 251 427 617 132 240 1284 281 173 448 457
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 146 387 251 427 617 132 240 1284 281 173 448 457
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 161 387 251 470 617 145 264 1284 281 190 448 457
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.46 0.54 2.00 3.00 1.00
 Final Sat.: 2750 2750 1375 2750 2750 1375 2750 3384 741 2750 4125 1375
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.06 0.14 0.18 0.17 0.22 0.11 0.10 0.38 0.38 0.07 0.11 0.33
 Crit Vol: 194 235 522 95
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: A

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

-----|-----|-----|-----|

Volume Module:

Base Vol:	14	1043	35	38	1186	70	65	87	25	29	44	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	1043	35	38	1186	70	65	87	25	29	44	66
Added Vol:	0	32	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1075	35	38	1218	70	65	87	25	29	44	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	1075	35	38	1218	70	65	87	25	29	44	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1075	35	38	1218	70	65	87	25	29	44	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1075	35	38	1218	70	65	87	25	29	44	66

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1375	2663	87	1375	2601	149	1375	1068	307	1375	1375	1375

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.01	0.40	0.40	0.03	0.47	0.47	0.05	0.08	0.08	0.02	0.03	0.05
Crit Vol:	14			644			112			29		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #74 IMPERIAL HWY. @ 105 RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.664
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: B

 Street Name: / 105 RAMP IMPERIAL HWY.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Permitted Protected
 Rights: Ovl Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 2 1 1 2 0 2 0 0

 Volume Module:
 Base Vol: 532 0 211 0 0 0 0 0 1654 509 146 653 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: 532 0 211 0 0 0 0 0 1654 509 146 653 0
 Added Vol: 19 0 0 0 0 0 0 0 14 19 0 14 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 551 0 211 0 0 0 0 0 1668 528 146 667 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: 551 0 211 0 0 0 0 0 1668 528 146 667 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 551 0 211 0 0 0 0 0 1668 528 146 667 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
 Final Vol.: 606 0 232 0 0 0 0 0 1668 581 161 667 0

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.97 1.03 2.00 2.00 0.00
 Final Sat.: 2850 0 2850 0 0 0 0 0 4228 1472 2850 2850 0

 Capacity Analysis Module:
 Vol/Sat: 0.21 0.00 0.08 0.00 0.00 0.00 0.00 0.39 0.39 0.06 0.23 0.00
 Crit Vol: 303 0 562 80
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 138 Level Of Service: D

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 176 0 303 0 0 0 0 2788 296 0 457 248
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 176 0 303 0 0 0 0 2788 296 0 457 248
 Added Vol: 14 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 190 0 303 0 0 0 0 2788 296 0 457 248
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 190 0 303 0 0 0 0 2788 0 0 457 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 190 0 303 0 0 0 0 2788 0 0 457 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 209 0 303 0 0 0 0 2788 0 0 457 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 1425 0 1425 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.21 0.00 0.00 0.00 0.00 0.65 0.00 0.00 0.11 0.00
 Crit Vol: 303 0 929 0
 Crit Moves: **** **** ****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.486
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	AVION DR.	CENTURY BLVD.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	2 0 4 0 1	1 0 3 1 0

Volume Module:

Base Vol:	78	11	71	54	4	117	221	1513	35	50	1286	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	11	71	54	4	117	221	1513	35	50	1286	86
Added Vol:	0	0	45	0	0	0	0	0	0	45	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	116	54	4	117	221	1513	35	95	1286	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:	78	11	116	54	4	117	221	1513	35	95	1286	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	11	116	54	4	117	221	1513	35	95	1286	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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	11	116	54	4	117	243	1513	35	95	1286	86

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.75	0.25
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5155	345

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.08	0.04	0.00	0.09	0.09	0.28	0.03	0.07	0.25	0.25
Crit Vol:	78					117	378			95		
Crit Moves:	****					****	****			****		

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Study Area Intersection Capacity Analysis

B+P 2017-PM Peak

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: B

Street Name:	AVIATION				104th										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	84	1122	46	24	1024	12	3	52	144	72	27	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:	84	1122	46	24	1024	12	3	52	144	72	27	50
Added Vol:	0	32	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1154	46	24	1056	12	3	52	144	72	27	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:	84	1154	46	24	1056	12	3	52	144	72	27	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1154	46	24	1056	12	3	52	144	72	27	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
Final Vol.:	84	1154	46	24	1056	12	3	52	144	72	27	50

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.98	0.02	0.02	0.26	0.72	1.00	0.35	0.65
Final Sat.:	1375	2645	105	1375	2719	31	21	359	995	1375	482	893

Capacity Analysis Module:

Vol/Sat:	0.06	0.44	0.44	0.02	0.39	0.39	0.14	0.14	0.14	0.05	0.06	0.06
Crit Vol:		600		24				199				77
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with Mit-AM Peak

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

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: C

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 589 610 67 59 356 185 132 1009 248 61 1288 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: 589 610 67 59 356 185 132 1009 248 61 1288 93
 Added Vol: 60 11 0 7 5 5 9 148 66 0 33 11
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 649 621 67 66 361 190 141 1157 314 61 1321 104
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 649 621 67 66 361 190 141 1157 314 61 1321 104
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 649 621 67 66 361 190 141 1157 314 61 1321 104
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 714 621 67 73 361 190 141 1157 314 61 1321 104
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 3.15 0.85 1.00 3.71 0.29
 Final Sat.: 2750 2482 268 2750 2750 1375 1375 4326 1174 1375 5099 401
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.26 0.25 0.25 0.03 0.13 0.14 0.10 0.27 0.27 0.04 0.26 0.26
 Crit Vol: 357 190 141 356
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.892
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 2 0 2 0 1          2 0 1 1 1          2 0 2 1 0          2 0 3 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              303 579 113 235 305 217 137 250 66 254 1087 791
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           303 579 113 235 305 217 137 250 66 254 1087 791
Added Vol:              12 1 0 61 6 5 0 0 0 0 43 70
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           315 580 113 296 311 222 137 250 66 254 1130 861
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            315 580 113 296 311 222 137 250 66 254 1130 861
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           315 580 113 296 311 222 137 250 66 254 1130 861
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:            347 580 113 326 311 244 151 250 66 279 1130 861
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 2.00 1.00 2.00 1.68 1.32 2.00 2.37 0.63 2.00 3.00 1.00
Final Sat.:            2750 2750 1375 2750 2311 1814 2750 3263 862 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.21 0.08 0.12 0.13 0.13 0.05 0.08 0.08 0.10 0.27 0.63
Crit Vol:              290          0          75          861
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 1 0

 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 34 1514 24 33 707 61 43 34 31 28 57 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 34 1514 24 33 707 61 43 34 31 28 57 60
 Added Vol: 0 70 0 0 71 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 34 1584 24 33 778 61 43 34 31 28 57 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 34 1584 24 33 778 61 43 34 31 28 57 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 34 1584 24 33 778 61 43 34 31 28 57 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 34 1584 24 33 778 61 43 34 31 28 57 60

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.97 0.03 1.00 1.85 0.15 1.00 0.52 0.48 1.00 1.00 1.00
 Final Sat.: 1375 2709 41 1375 2550 200 1375 719 656 1375 1375 1375

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.58 0.58 0.02 0.31 0.31 0.03 0.05 0.05 0.02 0.04 0.04
 Crit Vol: 804 33 43 57
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.000
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1127  0  374          0  0  0          0  305  368  114 1152  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:          1127  0  374          0  0  0          0  305  368  114 1152  0
Added Vol:             49  0  0          0  0  0          0  34  27  0  64  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:          1176  0  374          0  0  0          0  339  395  114 1216  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:           1176  0  374          0  0  0          0  339  395  114 1216  0
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:          1176  0  374          0  0  0          0  339  395  114 1216  0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:           1294  0  411          0  0  0          0  339  435  125 1216  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850          0  0  0          0 2850 2850 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.45 0.00 0.14          0.00 0.00 0.00          0.00 0.12 0.15 0.04 0.43 0.00
Crit Vol:              647          0          170          608
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 644 0 77 0 0 0 0 386 79 0 1560 583
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 644 0 77 0 0 0 0 386 79 0 1560 583
 Added Vol: 6 0 0 0 0 0 0 14 0 0 46 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 650 0 77 0 0 0 0 400 79 0 1606 583
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 650 0 77 0 0 0 0 400 0 0 1606 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 650 0 77 0 0 0 0 400 0 0 1606 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 715 0 77 0 0 0 0 400 0 0 1606 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.81 0.00 0.19 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2573 0 277 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.38 0.00
 Crit Vol: 396 0 0 0 0 0 0 535
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.603
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:               Protected      Protected      Protected      Protected
Rights:                Include       Include       Include       Include
Min. Green:            0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                 1  0  1  0  1  1  0  1  0  1  2  0  4  0  1  1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              78   8   31   27   7   45   204 1327   55   51 1751   104
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           78   8   31   27   7   45   204 1327   55   51 1751   104
Added Vol:             98   0  176   0   0   0     0  47   20   19   79   0
PasserByVol:           0   0   0     0   0   0     0   0   0     0   0   0   0
Initial Fut:           176   8  207   27   7   45   204 1374   75   70 1830   104
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            176   8  207   27   7   45   204 1374   75   70 1830   104
Reduct Vol:            0   0   0     0   0   0     0   0   0     0   0   0   0
Reduced Vol:           176   8  207   27   7   45   204 1374   75   70 1830   104
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            176   8  207   27   7   45   224 1374   75   70 1830   104
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.78 0.22
Final Sat.:            1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5204 296
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.01 0.15 0.02 0.01 0.03 0.08 0.25 0.05 0.05 0.35 0.35
Crit Vol:               207   27          112          483
Crit Moves:            ****  ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: C

 Street Name: AVIATION 104th
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 106 1414 69 24 699 22 4 22 96 40 75 47
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 106 1414 69 24 699 22 4 22 96 40 75 47
 Added Vol: 0 70 0 0 71 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 106 1484 69 24 770 22 4 22 96 40 75 47
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 106 1484 69 24 770 22 4 22 96 40 75 47
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 106 1484 69 24 770 22 4 22 96 40 75 47
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 106 1484 69 24 770 22 4 22 96 40 75 47
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.91 0.09 1.00 1.94 0.06 0.03 0.18 0.79 1.00 0.61 0.39
 Final Sat.: 1375 2628 122 1375 2674 76 45 248 1082 1375 845 530
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.56 0.56 0.02 0.29 0.29 0.09 0.09 0.09 0.03 0.09 0.09
 Crit Vol: 776 24 122 122
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2019 with Mit-PM Peak

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

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.020
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 505 586 137 117 546 156 157 2174 505 112 1341 162
 Added Vol: 60 5 0 14 13 5 5 74 47 0 2 4
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 565 591 137 131 559 161 162 2248 552 112 1343 166
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 565 591 137 131 559 161 162 2248 552 112 1343 166
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 565 591 137 131 559 161 162 2248 552 112 1343 166
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 622 591 137 144 559 161 162 2248 552 112 1343 166
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.62 0.38 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.56 0.44
 Final Sat.: 2750 2232 518 2750 2750 1375 1375 4416 1084 1375 4895 605
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.23 0.26 0.26 0.05 0.20 0.12 0.12 0.51 0.51 0.08 0.27 0.27
 Crit Vol: 311 280 700 112
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.814
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        123          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              151  403  261  411  642  137  250 1336  292  180  466  442
Growth Adj:            1.00 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  403  261  411  642  137  250 1336  292  180  466  442
Added Vol:              2   0   0   57   1   2   5  44  12   0   5   60
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           153  403  261  468  643  139  255 1380  304  180  471  502
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 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  403  261  468  643  139  255 1380  304  180  471  502
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           153  403  261  468  643  139  255 1380  304  180  471  502
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:            168  403  261  515  643  153  281 1380  304  198  471  502
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.46  0.54  2.00 3.00  1.00
Final Sat.:            2750 2750  1375  2750 2750  1375  2750 3380  745  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.15  0.19  0.19 0.23  0.11  0.10 0.41  0.41  0.07 0.11  0.37
Crit Vol:               201          257          561          99
Crit Moves:            ****          ****          ****          ****
*****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 AVIATION BLVD. @ 111TH

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

 Street Name: AVIATION BLVD. 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Ovl Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 14 1085 36 40 1234 73 67 90 26 30 46 68
 Growth Adj: 1.00 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 1085 36 40 1234 73 67 90 26 30 46 68
 Added Vol: 0 64 0 0 60 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 14 1149 36 40 1294 73 67 90 26 30 46 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: 14 1149 36 40 1294 73 67 90 26 30 46 68
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 14 1149 36 40 1294 73 67 90 26 30 46 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
 Final Vol.: 14 1149 36 40 1294 73 67 90 26 30 46 68

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.94 0.06 1.00 1.89 0.11 1.00 0.78 0.22 1.00 1.00 1.00
 Final Sat.: 1375 2666 84 1375 2603 147 1375 1067 308 1375 1375 1375

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.43 0.43 0.03 0.50 0.50 0.05 0.08 0.08 0.02 0.03 0.05
 Crit Vol: 14 684 116 30
 Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.705
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             554  0  220          0  0  0          0 1721  530  151  679  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:          554  0  220          0  0  0          0 1721  530  151  679  0
Added Vol:            27  0  0          0  0  0          0  52  49  0  38  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:          581  0  220          0  0  0          0 1773  579  151  717  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:           581  0  220          0  0  0          0 1773  579  151  717  0
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:          581  0  220          0  0  0          0 1773  579  151  717  0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:           639  0  242          0  0  0          0 1773  637  166  717  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.94 1.06 2.00 2.00 0.00
Final Sat.:           2850  0  2850          0  0  0          0 4194  1506  2850  2850  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.00 0.08          0.00 0.00 0.00          0.00 0.42 0.42 0.06 0.25 0.00
Crit Vol:             320          0          602          83
Crit Moves:          ****          ****          ****
*****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: 405 NORTH RAMP IMPERIAL HWY
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1! 0 0 0 0 0 0 2 1 1 0 0 2 1 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 183 0 315 0 0 0 0 2901 308 0 476 258
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 183 0 315 0 0 0 0 2901 308 0 476 258
 Added Vol: 6 0 0 0 0 0 0 32 0 0 18 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 189 0 315 0 0 0 0 2933 308 0 494 258
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 189 0 315 0 0 0 0 2933 0 0 494 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 189 0 315 0 0 0 0 2933 0 0 494 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 Final Vol.: 208 0 315 0 0 0 0 2933 0 0 494 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 1425 0 1425 0 0 0 0 4275 1425 0 4275 1425
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.22 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.12 0.00
 Crit Vol: 315 0 978 0
 Crit Moves: **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.522
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:               Protected      Protected      Protected      Protected
Rights:                Include       Include       Include       Include
Min. Green:            0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                 1  0  1  0  1  1  0  1  0  1  2  0  4  0  1  1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              81  11  74  56  4  122  230 1574  36  52 1338  89
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           81  11  74  56  4  122  230 1574  36  52 1338  89
Added Vol:             20  0  19  0  0  0      0  107  20  19  48  0
PasserByVol:          0  0  0      0  0  0      0  0  0  0  0  0
Initial Fut:          101  11  93  56  4  122  230 1681  56  71 1386  89
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           101  11  93  56  4  122  230 1681  56  71 1386  89
Reduct Vol:           0  0  0      0  0  0      0  0  0  0  0  0
Reduced Vol:          101  11  93  56  4  122  230 1681  56  71 1386  89
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           101  11  93  56  4  122  253 1681  56  71 1386  89
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.76 0.24
Final Sat.:          1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5168 332
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01 0.07 0.04 0.00 0.09 0.09 0.31 0.04 0.05 0.27 0.27
Crit Vol:             101          122  127          369
Crit Moves:          ****          ****  ****          ****
*****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: B

 Street Name: AVIATION 104th
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 88 1167 48 25 1066 12 4 54 150 75 28 52
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 88 1167 48 25 1066 12 4 54 150 75 28 52
 Added Vol: 0 64 0 0 60 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 88 1231 48 25 1126 12 4 54 150 75 28 52
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 88 1231 48 25 1126 12 4 54 150 75 28 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 88 1231 48 25 1126 12 4 54 150 75 28 52
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 88 1231 48 25 1126 12 4 54 150 75 28 52
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.92 0.08 1.00 1.98 0.02 0.02 0.26 0.72 1.00 0.35 0.65
 Final Sat.: 1375 2647 103 1375 2721 29 26 357 992 1375 481 894
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.06 0.47 0.47 0.02 0.41 0.41 0.15 0.15 0.15 0.05 0.06 0.06
 Crit Vol: 640 25 208 80
 Crit Moves: **** **** **** ****

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Appendix D.1-4
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

**Construction Vehicle Haul Routes and
Distributions**

June 2018

Prepared for:

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

Prepared by:

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

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

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

Construction Vehicle Haul Routes and Distributions

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Construction Vehicle Haul Routes and Distributions

Table 1

LAX UAL East Aircraft Maintenance and GSE Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Study Area			
I-405 South	Construction Employee Lot ⁴	I-405 NB to I-105 WB to Sepulveda NB to Century EB	23%
I-405 North	Construction Employee Lot ⁴	I-405 SB to Howard Hughes WB to Sepulveda SB to Century EB	21%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Sepulveda NB to Century EB	16%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Imperial WB to Aviation NB to Century WB	16%
North Sepulveda ³	Construction Employee Lot ⁴	Sepulveda SB to Century EB	6%
South Sepulveda	Construction Employee Lot ⁴	Sepulveda NB to Century EB	5%
East Century	Construction Employee Lot ⁴	Century WB	3%
North La Cienega	Construction Employee Lot ⁴	La Cienega SB to Century WB	1%
South La Cienega	Construction Employee Lot ⁴	La Cienega NB to Century WB	0.1%
East Imperial	Construction Employee Lot ⁴	Imperial WB to Aviation NB to Century WB	5%
West Imperial	Construction Employee Lot ⁴	Imperial EB to Sepulveda NB to Century EB	0.03%
South Main	Construction Employee Lot ⁴	South Main NB to Imperial EB to Sepulveda NB to Century EB	0.1%
South Nash	Construction Employee Lot ⁴	South Nash NB to Imperial WB to Sepulveda NB to Century EB	0.3%
South Douglas	Construction Employee Lot ⁴	South Douglas NB to Imperial WB to Sepulveda NB to Century EB	0.3%
North Aviation	Construction Employee Lot ⁴	Aviation SB to Century WB	1%
South Aviation	Construction Employee Lot ⁴	Aviation NB to Century WB	2%
East Lennox	Construction Employee Lot ⁴	Lennox WB to La Cienega NB to Century WB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot ⁴	I-405 South	Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot ⁴	I-405 North	Century EB to I-405 NB Ramp	21%
Construction Employee Lot ⁴	I-105 East	Century WB to Sepulveda SB to I-105 EB Ramp	16%
Construction Employee Lot ⁴	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	16%
Construction Employee Lot ⁴	North Sepulveda ³	Century WB to Sepulveda NB	6%
Construction Employee Lot ⁴	South Sepulveda	Century WB to Sepulveda SB	5%
Construction Employee Lot ⁴	East Century	Century EB	3%
Construction Employee Lot ⁴	North La Cienega	Century EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot ⁴	North Aviation	Century EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%

Construction Vehicle Haul Routes and Distributions

Table 1

LAX UAL East Aircraft Maintenance and GSE Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.			
2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).			
3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.			
4/ The construction employee lot is located along Century Boulevard.			
Sources: LAWA Staff, CDM Smith and Ricondo & Associates, Inc., April 2018.			

Construction Vehicle Haul Routes and Distributions

Table 2

LAX UAL East Aircraft Maintenance and GSE Project – Project Related Construction Vehicle Routes (Material Staging Lot O – Project Site)

From	To	Route ¹	Percentage of Trips ²
Deliveries Entering the Project Site			
I-405 South	Material Staging Lot ³	I-405 NB to Imperial WB to Aviation NB to Century WB	30%
I-405 North	Material Staging Lot ³	I-405 SB to Manchester WB to Aviation SB to Century WB	28%
I-105 East	Material Staging Lot ³	I-105 WB to Imperial WB to Aviation NB to Century WB	42%
Deliveries Exiting the Project Site			
Material Staging Lot ³	I-405 South	Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB ramp	30%
Material Staging Lot ³	I-405 North	Century EB to Aviation NB to Manchester EB to I-405 NB ramp	28%
Material Staging Lot ³	I-105 East	Century EB to Aviation SB to Imperial EB I-105 EB ramp	42%
Steel Deliveries to Site S1			
I-405 South	Steel Laydown Lot S1 ⁴	I-405 NB to I-105 WB to Imperial WB	30%
I-405 North	Steel Laydown Lot S1 ⁴	I-405 SB to I-105 WB to Imperial WB	28%
I-105 East	Steel Laydown Lot S1 ⁴	I-105 WB to Imperial WB	42%
Site S1 Steel to Project Site			
Steel Laydown Lot 1 ⁴	Project Site	Imperial EB to Aviation NB to Century WB to Avion SB	100%
Steel Deliveries to Site S2			
I-405 South	Steel Laydown Lot S2 ⁵	I-405 NB to Imperial WB to La Cienega NB	30%
I-405 North	Steel Laydown Lot S2 ⁵	I-405 SB to La Cienega SB	28%
I-105 East	Steel Laydown Lot S2 ⁵	I-105 WB to Imperial EB to La Cienega NB	42%
Site S2 Steel to Project Site			
Steel Laydown Lot S2 ⁵	Project Site		100%

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

Construction Vehicle Haul Routes and Distributions

Table 2

LAX UAL East Aircraft Maintenance and GSE Project – Project Related Construction Vehicle Routes (Material Staging Lot O – Project Site)

From	To	Route ¹	Percentage of Trips ²
2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).			
3/ The material staging lot is located at the project site, along Century Boulevard.			
4/ Steel laydown site S1 is located along Imperial Highway, near the intersection of Imperial Highway and Main Street.			
5/ Steel laydown site S2 is located along La Cienega Boulevard, near the intersection of La Cienega Boulevard and Lennox Avenue.			
Sources: LAWA Staff, CDM Smith and Ricondo & Associates, Inc., April 2018.			

Appendix D.2 Operational Traffic

- D.2-1 - Study Area Intersection Geometries
- D.2-2 - Study Area Intersection Volumes
- D.2-3 - Study Area Intersection Capacity Analysis
- D.2-4 - Operational Vehicle Routes and Distributions

Appendix D.2-1
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Geometries

June 2018

Prepared for:

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

Prepared by:

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

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1. INTERSECTION GEOMETRY

This appendix provides the geometry for each of the 7 intersections included in the Operational Traffic Study.

Study Area Intersection Geometries

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2017)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 2 TRAFFIX Lane Geometry Report (Future 2020 plus Other)

Study Areas Intersection Geometries

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 3 TRAFFIX Lane Geometry Report (Future 2025 plus Other)

UAL East Aircraft Maintenance and GSE Project

Study Area Intersection Geometries

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	104010	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	201010	201100	202110	202010
5 La CIENEGA BLVD. @ 405 S/B RAMP	002100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204100	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 4 TRAFFIX Lane Geometry Report (Future 2020 plus Other plus UAL)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

Study Areas Intersection Geometries

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 5 TRAFFIX Lane Geometry Report (Future 2025 plus Other plus UAL)

UAL East Aircraft Maintenance and GSE Project

Lane Geometry Report

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

Study Area Intersection Geometries

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	104010	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	201010	201100	202110	202010
5 La CIENEGA BLVD. @ 405 S/B RAMP	002100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204100	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 6 TRAFFIX Lane Geometry Report (Baseline 2017 plus 2020 UAL)

 UAL East Aircraft Maintenance and GSE Project

 Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
-------------------	----	----	----	----

Study Areas Intersection Geometries

1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Figure 7 TRAFFIX Lane Geometry Report (Baseline 2017 plus 2025 UAL)

 UAL East Aircraft Maintenance and GSE Project

 Lane Geometry Report

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100

Study Area Intersection Geometries

2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
4 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
5 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
6 AVION DR. @ CENTURY BLVD.	101010	101010	204010	103100
7 AVIATION BLVD. @104th	101100	101100	000001	100100

Appendix D.2-2
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Volumes

June 2018

Prepared for:

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

Prepared by:

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

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1. Intersection Volumes..... 1

TRAFFIX Intersection Volume Reports

Baseline (2017) AM Peak

Baseline (2017) PM Peak

Future 2020 plus Other (Without Project) AM Peak

Future 2020 plus Other (Without Project) PM Peak

Future 2025 plus Other (Without Project) AM Peak

Future 2025 plus Other (Without Project) PM Peak

Future 2020 plus Other plus UAL (With Project) AM Peak

Future 2020 plus Other plus UAL (With Project) PM Peak

Future 2025 plus Other plus UAL (With Project) AM Peak

Future 2025 plus Other plus UAL (With Project) PM Peak

Baseline (2017) plus 2020 UAL AM Peak

Baseline (2017) plus 2020 UAL PM Peak

Baseline (2017) plus 2025 UAL AM Peak

Baseline (2017) plus 2025 UAL PM Peak

Table of Contents (continued)

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1. INTERSECTION VOLUMES

This appendix includes the intersection volumes used in the operational traffic analysis summary tables.

UAL – Baseline (2017)

UAL – Future 2020 Without Project

UAL – Future 2025 Without Project

UAL – Future 2020 With Project

UAL – Future 2025 With Project

UAL – Baseline (2017) plus 2020 Project

UAL – Baseline (2017) plus 2025 Project

TRAFFIX Intersection Volume Report

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:30:29

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UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Study Area Intersection Volumes

Scenario: Baseline 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:30:30

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	740	656	114	72	351	174	102	1042	282	97	2130	190
2 IMPERIAL HWY.	275	700	122	227	289	208	116	299	73	188	1176	593
3 CENTURY BLVD.	0	4671	0	0	2381	38	0	0	0	383	77	457
4 IMPERIAL HWY.	911	0	335	0	0	0	0	375	357	125	1227	0
5 La CIENEGA BL	0	829	55	407	593	19	0	0	0	0	0	109
6 AVION DR. @	36	8	25	25	5	56	214	1393	69	61	1811	130
7 AVIATION BLVD	105	1308	93	23	784	16	5	16	81	41	78	57

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Baseline 2017-PM Peak

Tue Jun 12, 2018 10:31:54

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Baseline 2017-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Baseline 2017-PM Peak

Tue Jun 12, 2018 10:31:55

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	403	619	169	112	626	124	131	2283	492	130	1018	135
2 IMPERIAL HWY.	186	451	223	451	822	144	288	1641	433	213	460	399
3 CENTURY BLVD.	0	4239	0	0	3244	43	0	0	0	528	76	256
4 IMPERIAL HWY.	503	0	194	0	0	0	0	1965	484	189	640	0
5 La CIENEGA BL	0	804	29	409	1207	5	1	0	5	0	0	404
6 AVION DR. @	87	12	58	49	3	104	214	1550	28	24	1274	86
7 AVIATION BLVD	70	1167	35	18	1216	7	6	43	161	82	29	33

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Future 2020 w/o-AM Peak

Tue Jun 12, 2018 10:39:41

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 w/o-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2020 w/o-AM Peak

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	782	693	120	76	371	184	108	1100	298	102	2249	201
2 IMPERIAL HWY.	290	739	128	240	305	220	122	316	77	198	1241	626
3 CENTURY BLVD.	0	4933	0	0	2514	40	0	0	0	404	81	482
4 IMPERIAL HWY.	962	0	354	0	0	0	0	396	377	132	1296	0
5 La CIENEGA BL	0	876	58	430	626	20	0	0	0	0	0	115
6 AVION DR. @	38	8	26	26	5	59	226	1471	73	64	1912	137
7 AVIATION BLVD	110	1382	99	24	828	17	5	17	86	43	82	61

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Future 2020 w/o-PM Peak

Tue Jun 12, 2018 10:41:24

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 w/o-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2020 w/o-PM Peak

Tue Jun 12, 2018 10:41:24

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	426	654	179	118	661	131	138	2411	519	137	1076	143
2 IMPERIAL HWY.	196	476	236	476	868	152	305	1733	458	224	486	422
3 CENTURY BLVD.	0	4476	0	0	3425	46	0	0	0	558	80	270
4 IMPERIAL HWY.	532	0	205	0	0	0	0	2075	511	200	676	0
5 La CIENEGA BL	0	849	31	432	1274	5	1	0	5	0	0	427
6 AVION DR. @	92	13	61	52	3	110	226	1637	30	25	1345	91
7 AVIATION BLVD	74	1232	37	19	1284	7	6	46	170	86	31	35

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Future 2025 w/o-AM Peak

Tue Jun 12, 2018 10:52:18

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Future 2025 w/o-AM Peak

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

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Study Area Intersection Volumes

Future 2025 w/o-AM Peak

Tue Jun 12, 2018 10:52:18

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	607	924	70	150	591	172	86	763	381	188	1783	344
2 IMPERIAL HWY.	344	736	124	75	435	252	226	344	70	285	1423	140
3 CENTURY BLVD.	0	4183	0	0	2314	0	0	0	0	397	0	532
4 IMPERIAL HWY.	542	483	247	220	247	183	220	177	231	150	1273	419
5 La CIENEGA BL	0	1369	27	258	934	0	0	0	0	0	0	242
6 AVION DR. @	66	20	26	36	26	71	459	1265	71	77	1607	173
7 AVIATION BLVD	107	1372	61	36	1076	20	5	15	77	51	61	41

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Future 2025 w/o-PM Peak

Tue Jun 12, 2018 10:53:32

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Future 2025 w/o-PM Peak

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

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Study Area Intersection Volumes

Future 2025 w/o-PM Peak

Tue Jun 12, 2018 10:53:32

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
1 AVIATION BLVD	526	1004	86	226	720	150	349	2084	666	124	1461	166
2 IMPERIAL HWY.	177	532	285	145	983	172	322	1885	430	124	521	107
3 CENTURY BLVD.	0	4548	0	0	2841	0	0	0	0	532	0	322
4 IMPERIAL HWY.	226	376	183	322	322	226	215	1901	413	140	365	215
5 La CIENEGA BL	0	1321	124	124	1584	0	0	0	0	0	0	489
6 AVION DR. @	56	20	107	209	10	179	158	2519	56	36	1831	158
7 AVIATION BLVD	77	1418	61	61	1433	5	5	41	163	82	20	92

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Future 2020 with-AM Peak

Tue Jun 12, 2018 10:59:33

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Future 2020 with-AM Peak

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

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Study Area Intersection Volumes

Future 2020 with-AM Peak Tue Jun 12, 2018 10:59:33

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	788	693	120	76	371	186	111	1151	311	102	2249	201
2 IMPERIAL HWY.	290	739	128	251	307	220	122	316	77	198	1241	632
3 CENTURY BLVD.	0	4933	0	0	2514	40	0	0	0	427	81	488
4 IMPERIAL HWY.	965	0	354	0	0	0	0	404	380	132	1298	0
5 La CIENEGA BL	0	876	58	454	626	20	0	0	0	0	0	115
6 AVION DR. @	67	8	109	26	5	59	226	1471	73	72	1912	137
7 AVIATION BLVD	110	1388	99	24	841	17	5	17	87	43	82	61

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Future 2020 with-PM Peak Tue Jun 12, 2018 11:00:51

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 with-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2020 with-PM Peak Tue Jun 12, 2018 11:00:51

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UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	432	654	179	118	661	133	140	2416	526	137	1076	143
2 IMPERIAL HWY.	196	476	236	482	868	152	305	1733	458	224	486	428
3 CENTURY BLVD.	0	4476	0	0	3425	46	0	0	0	560	80	271
4 IMPERIAL HWY.	535	0	205	0	0	0	0	2078	514	200	678	0
5 La CIENEGA BL	0	849	31	435	1274	5	1	0	5	0	0	427
6 AVION DR. @	95	13	123	52	3	110	226	1637	30	33	1345	91
7 AVIATION BLVD	74	1238	37	19	1291	7	6	46	218	86	31	35

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Future 2025 with-AM Peak Tue Jun 12, 2018 11:07:33

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2025 with-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2025 with-AM Peak Tue Jun 12, 2018 11:07:33

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	613	924	70	150	591	174	89	814	394	188	1783	344
2 IMPERIAL HWY.	344	736	124	86	437	252	226	344	70	285	1423	146
3 CENTURY BLVD.	0	4183	0	0	2314	0	0	0	0	420	0	538
4 IMPERIAL HWY.	545	483	247	220	247	183	220	185	234	150	1275	419
5 La CIENEGA BL	0	1369	27	282	934	0	0	0	0	0	0	242
6 AVION DR. @	95	20	110	36	26	71	459	1265	71	85	1607	173
7 AVIATION BLVD	107	1378	61	36	1089	20	5	15	79	51	61	41

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Future 2025 with-PM Peak Tue Jun 12, 2018 11:08:43

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: Future 2025 with-PM Peak

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

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Study Area Intersection Volumes

Future 2025 with-PM Peak Tue Jun 12, 2018 11:08:43

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	532	1004	86	226	720	152	351	2089	673	124	1461	166
2 IMPERIAL HWY.	177	532	285	151	983	172	322	1885	430	124	521	113
3 CENTURY BLVD.	0	4548	0	0	2841	0	0	0	0	534	0	323
4 IMPERIAL HWY.	229	376	183	322	322	226	215	1904	416	140	367	215
5 La CIENEGA BL	0	1321	124	127	1584	0	0	0	0	0	0	489
6 AVION DR. @	59	20	174	209	10	179	158	2519	56	44	1831	158
7 AVIATION BLVD	77	1424	61	61	1440	5	5	41	170	82	20	92

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B+P 2020-AM Peak

Tue Jun 12, 2018 11:21:58

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2020-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

B+P 2020-AM Peak

Tue Jun 12, 2018 11:21:58

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	746	656	114	72	351	176	105	1093	295	97	2130	190
2 IMPERIAL HWY.	275	700	122	238	291	208	116	299	73	188	1176	599
3 CENTURY BLVD.	0	4671	0	0	2381	38	0	0	0	406	77	463
4 IMPERIAL HWY.	914	0	335	0	0	0	0	383	360	125	1229	0
5 La CIENEGA BL	0	829	55	431	593	19	0	0	0	0	0	109
6 AVION DR. @	65	8	108	25	5	56	214	1393	69	69	1811	130
7 AVIATION BLVD	105	1314	93	23	797	16	5	16	82	41	78	57

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B+P 2020-PM Peak

Tue Jun 12, 2018 11:23:06

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2020-PM Peak

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

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Study Area Intersection Volumes

B+P 2020-PM Peak

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	409	619	169	112	626	126	133	2288	499	130	1018	135
2 IMPERIAL HWY.	186	451	223	457	822	144	288	1641	433	213	460	405
3 CENTURY BLVD.	0	4239	0	0	3244	43	0	0	0	530	76	257
4 IMPERIAL HWY.	506	0	194	0	0	0	0	1968	487	189	642	0
5 La CIENEGA BL	0	804	29	412	1207	5	1	0	5	0	0	404
6 AVION DR. @	90	12	120	49	3	104	214	1550	28	32	1274	86
7 AVIATION BLVD	70	1173	35	18	1223	7	6	43	163	82	29	33

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B+P 2025-AM Peak

Tue Jun 12, 2018 11:36:35

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2025-AM Peak

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

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Study Area Intersection Volumes

B+P 2025-AM Peak

Tue Jun 12, 2018 11:36:35

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	746	656	114	72	351	176	105	1093	295	97	2130	190
2 IMPERIAL HWY.	275	700	122	238	291	208	116	299	73	188	1176	599
3 CENTURY BLVD.	0	4671	0	0	2381	38	0	0	0	406	77	463
4 IMPERIAL HWY.	914	0	335	0	0	0	0	383	360	125	1229	0
5 La CIENEGA BL	0	829	55	431	593	19	0	0	0	0	0	109
6 AVION DR. @	65	8	109	25	5	56	214	1393	69	69	1811	130
7 AVIATION BLVD	105	1314	93	23	797	16	5	16	83	41	78	57

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B+P 2025-PM Peak

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Study Area Intersection Volumes

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2025-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

B+P 2025-PM Peak

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 UAL East Aircraft Maintenance and GSE Project EIR

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	409	619	169	112	626	126	133	2288	499	130	1018	135
2 IMPERIAL HWY.	186	451	223	457	822	144	288	1641	433	213	460	405
3 CENTURY BLVD.	0	4239	0	0	3244	43	0	0	0	530	76	257
4 IMPERIAL HWY.	506	0	194	0	0	0	0	1968	487	189	642	0
5 La CIENEGA BL	0	804	29	412	1207	5	1	0	5	0	0	404
6 AVION DR. @	90	12	125	49	3	104	214	1550	28	32	1274	86
7 AVIATION BLVD	70	1173	35	18	1233	7	6	43	168	82	29	33

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Appendix D.2-3
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Study Area Intersection Capacity Analysis

June 2018

Prepared for:

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

Prepared by:

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

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TRAFFIX Analysis Reports

Baseline (2017) AM Peak

Baseline (2017) PM Peak

Future 2020 plus Other (Without Project) AM Peak

Future 2020 plus Other (Without Project) PM Peak

Future 2025 plus Other (Without Project) AM Peak

Future 2025 plus Other (Without Project) PM Peak

Future 2020 plus Other plus UAL (With Project) AM Peak

Future 2020 plus Other plus UAL (With Project) PM Peak

Future 2025 plus Other plus UAL (With Project) AM Peak

Future 2025 plus Other plus UAL (With Project) PM Peak

Baseline (2017) plus 2020 UAL AM Peak

Baseline (2017) plus 2020 UAL PM Peak

Baseline (2017) plus 2025 UAL AM Peak

Baseline (2017) plus 2025 UAL PM Peak

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1. CAPACITY ANALYSIS RESULTS

This appendix provides the capacity analysis results for each condition and scenario evaluated in the operational traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, a.m. peak hour, and p.m. peak hour, for the Baseline (2017) With and Without Project (2020 and 2025) and the Cumulative Traffic With and Without Project (2020 and 2025).

TRAFFIX Analysis Reports

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:36:34

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UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Study Area Intersection Capacity Analysis

Scenario: Baseline 2017-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:36:34

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	3	1	0	1	0	3	1	0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

	740 656 114			72 351 174			102 1042 282			97 2130 190		
Base Vol:	740	656	114	72	351	174	102	1042	282	97	2130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	656	114	72	351	174	102	1042	282	97	2130	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	740	656	114	72	351	174	102	1042	282	97	2130	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:	740	656	114	72	351	174	102	1042	282	97	2130	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	656	114	72	351	174	102	1042	282	97	2130	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	814	656	114	79	351	174	102	1042	282	97	2130	190

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	1.00	3.15	0.85	1.00	3.67	0.33
Final Sat.:	2750	2343	407	2750	2750	1375	1375	4329	1171	1375	5050	450

Capacity Analysis Module:

Vol/Sat:	0.30	0.28	0.28	0.03	0.13	0.13	0.07	0.24	0.24	0.07	0.42	0.42
Crit Vol:	407			176			102			580		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:36:34

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UAL East Aircraft Maintenance and GSE Project EIR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732

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

Optimal Cycle: 85 Level of Service: C

Street Name: AVIATION BL. IMPERIAL HWY.

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Ovl Ovl Include Ovl

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

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

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol: 275 700 122 227 289 208 116 299 73 188 1176 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: 275 700 122 227 289 208 116 299 73 188 1176 593

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 275 700 122 227 289 208 116 299 73 188 1176 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 1.00

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

PHF Volume: 275 700 122 227 289 208 116 299 73 188 1176 593

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

Reduced Vol: 275 700 122 227 289 208 116 299 73 188 1176 593

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00

Final Vol.: 303 700 122 250 289 229 128 299 73 207 1176 593

-----|-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 2.00 2.00 1.00 2.00 1.67 1.33 2.00 2.41 0.59 2.00 3.00 1.00

Final Sat.: 2750 2750 1375 2750 2302 1823 2750 3316 809 2750 4125 1375

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.11 0.25 0.09 0.09 0.13 0.13 0.05 0.09 0.09 0.08 0.29 0.43

Crit Vol: 350 0 64 593

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:36:34

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.945
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4671 0 0 2381 38 0 0 0 383 77 457
 Growth Adj: 1.00 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 4671 0 0 2381 38 0 0 0 383 77 457
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4671 0 0 2381 38 0 0 0 383 77 457
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4671 0 0 2381 38 0 0 0 383 77 457
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4671 0 0 2381 38 0 0 0 383 77 457
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4671 0 0 2381 38 0 0 0 421 77 503
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.69 0.31 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 2536 464 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.78 0.00 0.00 0.40 0.03 0.00 0.00 0.00 0.17 0.17 0.17
 Crit Vol: 1168 0 0 0 0 0 0 0 0 249
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

Baseline 2017-AM Peak

Tue Jun 12, 2018 10:36:34

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.914
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              911  0  335          0  0  0          0  375  357  125 1227          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:           911  0  335          0  0  0          0  375  357  125 1227          0
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           911  0  335          0  0  0          0  375  357  125 1227          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:            911  0  335          0  0  0          0  375  357  125 1227          0
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           911  0  335          0  0  0          0  375  357  125 1227          0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            1002  0  369          0  0  0          0  375  393  138 1227          0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:            2850  0 2850          0  0  0          0 2850 2850 2850 2850 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.35 0.00 0.13          0.00 0.00 0.00          0.00 0.13 0.14 0.05 0.43 0.00
Crit Vol:              501          0          188          614
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 829 55 407 593 19 0 0 0 0 0 109
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 829 55 407 593 19 0 0 0 0 0 109
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 829 55 407 593 19 0 0 0 0 0 109
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 829 55 407 593 19 0 0 0 0 0 109
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 829 55 407 593 19 0 0 0 0 0 109
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 829 55 448 593 19 0 0 0 0 0 120
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.88 0.12 2.00 1.94 0.06 0.00 1.00 0.00 0.00 0.00 2.00
 Final Sat.: 0 2579 171 2750 2665 85 0 1375 0 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.32 0.32 0.16 0.22 0.22 0.00 0.00 0.00 0.00 0.00 0.04
 Crit Vol: 442 224 0 0
 Crit Moves: **** **

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Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name:	AVION DR.				CENTURY BLVD.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	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					
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	4	0	1	1	0	3	1	0

Volume Module:

Base Vol:	36	8	25	25	5	56	214	1393	69	61	1811	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	8	25	25	5	56	214	1393	69	61	1811	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	8	25	25	5	56	214	1393	69	61	1811	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	8	25	25	5	56	214	1393	69	61	1811	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	8	25	25	5	56	214	1393	69	61	1811	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	8	25	25	5	56	235	1393	69	61	1811	130

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.73	0.27
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5132	368

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.02	0.02	0.00	0.04	0.09	0.25	0.05	0.04	0.35	0.35
Crit Vol:	36					56	118			485		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: B

Street Name:	AVIATION				104th										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	105	1308	93	23	784	16	5	16	81	41	78	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1308	93	23	784	16	5	16	81	41	78	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1308	93	23	784	16	5	16	81	41	78	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1308	93	23	784	16	5	16	81	41	78	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1308	93	23	784	16	5	16	81	41	78	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1308	93	23	784	16	5	16	81	41	78	57

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.05	0.16	0.79	1.00	0.58	0.42
Final Sat.:	1375	2567	183	1375	2695	55	67	216	1092	1375	794	581

Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.02	0.29	0.29	0.07	0.07	0.07	0.03	0.10	0.10
Crit Vol:		701		23				102			135	
Crit Moves:		****		****				****			****	

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Baseline 2017-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.988
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: AVIATION BLVD. CENTURY BLVD.

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

Volume Module:

Base Vol:	403	619	169	112	626	124	131	2283	492	130	1018	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	619	169	112	626	124	131	2283	492	130	1018	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	619	169	112	626	124	131	2283	492	130	1018	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	619	169	112	626	124	131	2283	492	130	1018	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	619	169	112	626	124	131	2283	492	130	1018	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	443	619	169	123	626	124	131	2283	492	130	1018	135

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	2.00	2.00	1.00	1.00	3.29	0.71	1.00	3.53	0.47
Final Sat.:	2750	2160	590	2750	2750	1375	1375	4525	975	1375	4856	644

Capacity Analysis Module:

Vol/Sat:	0.16	0.29	0.29	0.04	0.23	0.09	0.10	0.50	0.50	0.09	0.21	0.21
Crit Vol:	222			313			694			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	AVIATION BL.					IMPERIAL HWY.														
Approach:	North Bound		South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected			Protected			Protected											
Rights:	Ovl		Ovl			Include			Ovl											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	2	0	1	2	0	1	1	1	2	0	2	1	0	2	0	3	0	1

-----|-----|-----|-----|-----|

Volume Module:												
Base Vol:	186	451	223	451	822	144	288	1641	433	213	460	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	451	223	451	822	144	288	1641	433	213	460	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	451	223	451	822	144	288	1641	433	213	460	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	451	223	451	822	144	288	1641	433	213	460	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	451	223	451	822	144	288	1641	433	213	460	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	205	451	223	496	822	158	317	1641	433	234	460	399

-----|-----|-----|-----|-----|

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.37	0.63	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3264	861	2750	4125	1375

-----|-----|-----|-----|-----|

Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.18	0.30	0.12	0.12	0.50	0.50	0.09	0.11	0.29
Crit Vol:	102			411			691			117		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.925
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: SEPULVEDA BLVD. CENTURY BLVD.

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	0	0	4	0	1	0	0	0	0	0	1	1	0	0	2

Volume Module:

Base Vol:	0	4239	0	0	3244	43	0	0	0	528	76	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4239	0	0	3244	43	0	0	0	528	76	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4239	0	0	3244	43	0	0	0	528	76	256
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4239	0	0	3244	43	0	0	0	528	76	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4239	0	0	3244	43	0	0	0	528	76	256
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	4239	0	0	3244	43	0	0	0	581	76	282

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	1.77	0.23	2.00
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	2653	347	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.71	0.00	0.00	0.54	0.03	0.00	0.00	0.00	0.22	0.22	0.09
Crit Vol:		1060		0				0		328		
Crit Moves:	****			****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.727
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted        Protected
Rights:               Ovl                Ovl                Include          Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                2  0  0  0  2      0  0  0  0  0      0  0  2  1  1      2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             503  0  194        0  0  0            0 1965  484  189  640  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:           503  0  194        0  0  0            0 1965  484  189  640  0
Added Vol:             0  0  0            0  0  0            0  0  0            0  0  0
PasserByVol:          0  0  0            0  0  0            0  0  0            0  0  0
Initial Fut:           503  0  194        0  0  0            0 1965  484  189  640  0
User Adj:              1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            503  0  194        0  0  0            0 1965  484  189  640  0
Reduct Vol:           0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           503  0  194        0  0  0            0 1965  484  189  640  0
PCE Adj:               1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            553  0  213        0  0  0            0 1965  532  208  640  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425  1425 1425 1425  1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00  0.00 0.00 0.00  0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850        0  0  0            0 4275  1425 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.19 0.00 0.07  0.00 0.00 0.00  0.00 0.46 0.37 0.07 0.22 0.00
Crit Vol:              277                0                655                104
Crit Moves:          ****                ****                ****
*****

```

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 804 29 409 1207 5 1 0 5 0 0 404
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 804 29 409 1207 5 1 0 5 0 0 404
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 804 29 409 1207 5 1 0 5 0 0 404
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 804 29 409 1207 5 1 0 5 0 0 404
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 804 29 409 1207 5 1 0 5 0 0 404
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 804 29 450 1207 5 1 0 5 0 0 444
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.93 0.07 2.00 1.99 0.01 0.17 0.00 0.83 0.00 0.00 2.00
 Final Sat.: 0 2654 96 2750 2739 11 229 0 1146 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.30 0.30 0.16 0.44 0.44 0.00 0.00 0.00 0.00 0.00 0.16
 Crit Vol: 417 225 6 0
 Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472

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

Optimal Cycle: 43 Level Of Service: A

Street Name: AVION DR. CENTURY BLVD.

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

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

Lanes: 1 0 1 0 1 1 0 1 0 1 2 0 4 0 1 1 0 3 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 87 12 58 49 3 104 214 1550 28 24 1274 86

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

Initial Bse: 87 12 58 49 3 104 214 1550 28 24 1274 86

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 87 12 58 49 3 104 214 1550 28 24 1274 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: 87 12 58 49 3 104 214 1550 28 24 1274 86

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

Reduced Vol: 87 12 58 49 3 104 214 1550 28 24 1274 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 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 87 12 58 49 3 104 235 1550 28 24 1274 86

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.75 0.25

Final Sat.: 1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5152 348

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.01 0.04 0.04 0.00 0.08 0.09 0.28 0.02 0.02 0.25 0.25

Crit Vol: 87 104 118 340

Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: C

Street Name:	AVIATION				104th										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	70	1167	35	18	1216	7	6	43	161	82	29	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1167	35	18	1216	7	6	43	161	82	29	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1167	35	18	1216	7	6	43	161	82	29	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1167	35	18	1216	7	6	43	161	82	29	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1167	35	18	1216	7	6	43	161	82	29	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1167	35	18	1216	7	6	43	161	82	29	33

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.03	0.20	0.77	1.00	0.47	0.53
Final Sat.:	1375	2670	80	1375	2734	16	39	282	1054	1375	643	732

Capacity Analysis Module:

Vol/Sat:	0.05	0.44	0.44	0.01	0.44	0.44	0.15	0.15	0.15	0.06	0.05	0.05
Crit Vol:	70			611					210	82		
Crit Moves:	****			****					****	****		

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 w/o-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.972
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	782	693	120	76	371	184	108	1100	298	102	2249	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:	782	693	120	76	371	184	108	1100	298	102	2249	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	782	693	120	76	371	184	108	1100	298	102	2249	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:	782	693	120	76	371	184	108	1100	298	102	2249	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	782	693	120	76	371	184	108	1100	298	102	2249	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	860	693	120	84	371	184	108	1100	298	102	2249	201

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	1.00	3.15	0.85	1.00	3.67	0.33
Final Sat.:	2750	2344	406	2750	2750	1375	1375	4328	1172	1375	5049	451

Capacity Analysis Module:

Vol/Sat:	0.31	0.30	0.30	0.03	0.13	0.13	0.08	0.25	0.25	0.07	0.45	0.45
Crit Vol:	430			186			108			613		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.773
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        100          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             290  739  128    240  305  220    122  316   77  198 1241  626
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          290  739  128    240  305  220    122  316   77  198 1241  626
Added Vol:            0   0   0         0   0   0         0   0   0   0   0   0
PasserByVol:         0   0   0         0   0   0         0   0   0   0   0   0
Initial Fut:          290  739  128    240  305  220    122  316   77  198 1241  626
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           290  739  128    240  305  220    122  316   77  198 1241  626
Reduct Vol:           0   0   0         0   0   0         0   0   0   0   0   0
Reduced Vol:          290  739  128    240  305  220    122  316   77  198 1241  626
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00    1.10 1.00  1.10    1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:           319  739  128    264  305  242    134  316   77  218 1241  626
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00    2.00 1.67  1.33    2.00 2.41  0.59  2.00 3.00  1.00
Final Sat.:           2750 2750  1375    2750 2300  1825    2750 3317   808  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.27  0.09    0.10 0.13  0.13    0.05 0.10  0.10  0.08 0.30  0.46
Crit Vol:              369          0          67          626
Crit Moves:           ****          ****          ****          ****
*****

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.965
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0           0  0  0           0  0  0           0  0  0
Lanes:               2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:           962  0  354      0  0  0      0  396  377  132 1296  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:         962  0  354      0  0  0      0  396  377  132 1296  0
Added Vol:           0  0  0           0  0  0           0  0  0           0  0  0
PasserByVol:        0  0  0           0  0  0           0  0  0           0  0  0
Initial Fut:         962  0  354      0  0  0      0  396  377  132 1296  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:          962  0  354      0  0  0      0  396  377  132 1296  0
Reduct Vol:          0  0  0           0  0  0           0  0  0           0  0  0
Reduced Vol:         962  0  354      0  0  0      0  396  377  132 1296  0
PCE Adj:             1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.10 1.00 1.10    1.00 1.00 1.00  1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:          1058  0  389      0  0  0      0  396  415  145 1296  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425  1425 1425 1425  1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              2.00 0.00 2.00    0.00 0.00 0.00  0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:         2850  0 2850      0  0  0      0 2850 2850 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.37 0.00 0.14  0.00 0.00 0.00  0.00 0.14 0.15 0.05 0.45 0.00
Crit Vol:           529              0              198              648
Crit Moves:        ****              ****              ****
*****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	1	0	2	0	1	1	0	0	0	1	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	876	58	430	626	20	0	0	0	0	0	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	876	58	430	626	20	0	0	0	0	0	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	876	58	430	626	20	0	0	0	0	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	876	58	430	626	20	0	0	0	0	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	876	58	430	626	20	0	0	0	0	0	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	876	58	473	626	20	0	0	0	0	0	127

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	2.00	1.94	0.06	0.00	1.00	0.00	0.00	0.00	2.00
Final Sat.:	0	2579	171	2750	2665	85	0	1375	0	0	0	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.34	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.05
Crit Vol:		467		236				0			0	
Crit Moves:		****		****							****	

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	AVION DR.	CENTURY BLVD.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	2 0 4 0 1	1 0 3 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	38	8	26	26	5	59	226	1471	73	64	1912	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	8	26	26	5	59	226	1471	73	64	1912	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	8	26	26	5	59	226	1471	73	64	1912	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	8	26	26	5	59	226	1471	73	64	1912	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	8	26	26	5	59	226	1471	73	64	1912	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	8	26	26	5	59	249	1471	73	64	1912	137

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.73	0.27
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5132	368

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.02	0.02	0.00	0.04	0.09	0.27	0.05	0.05	0.37	0.37
Crit Vol:	38					59	124				512	
Crit Moves:	****					****	****				****	

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: C

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	110	1382	99	24	828	17	5	17	86	43	82	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1382	99	24	828	17	5	17	86	43	82	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1382	99	24	828	17	5	17	86	43	82	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1382	99	24	828	17	5	17	86	43	82	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1382	99	24	828	17	5	17	86	43	82	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	1382	99	24	828	17	5	17	86	43	82	61

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.04	0.16	0.80	1.00	0.57	0.43
Final Sat.:	1375	2566	184	1375	2695	55	64	216	1095	1375	788	587

Capacity Analysis Module:

Vol/Sat:	0.08	0.54	0.54	0.02	0.31	0.31	0.08	0.08	0.08	0.03	0.10	0.10
Crit Vol:		740		24					108			143
Crit Moves:	****		****						****			****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 w/o-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.043
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: AVIATION BLVD. CENTURY BLVD.

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	2 0 2 0 1	1 0 3 1 0	1 0 3 1 0

Volume Module:

Base Vol:	426	654	179	118	661	131	138	2411	519	137	1076	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	654	179	118	661	131	138	2411	519	137	1076	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	654	179	118	661	131	138	2411	519	137	1076	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:	426	654	179	118	661	131	138	2411	519	137	1076	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	654	179	118	661	131	138	2411	519	137	1076	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	469	654	179	130	661	131	138	2411	519	137	1076	143

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	2.00	2.00	1.00	1.00	3.29	0.71	1.00	3.53	0.47
Final Sat.:	2750	2159	591	2750	2750	1375	1375	4526	974	1375	4855	645

Capacity Analysis Module:

Vol/Sat:	0.17	0.30	0.30	0.05	0.24	0.10	0.10	0.53	0.53	0.10	0.22	0.22
Crit Vol:	234			331			732		137			
Crit Moves:	****			****			****		****			

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.015
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             196  476  236  476  868  152  305 1733  458  224  486  422
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           196  476  236  476  868  152  305 1733  458  224  486  422
Added Vol:             0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           196  476  236  476  868  152  305 1733  458  224  486  422
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           196  476  236  476  868  152  305 1733  458  224  486  422
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           196  476  236  476  868  152  305 1733  458  224  486  422
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:           216  476  236  524  868  167  336 1733  458  246  486  422
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2750  1375  2750 3263  862  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.17  0.17  0.19 0.32  0.12  0.12 0.53  0.53  0.09 0.12  0.31
Crit Vol:              108          434          730          123
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.768
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Split Phase          Split Phase          Permitted          Protected
Rights:                  Ovl          Ovl          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               532  0  205          0  0  0          0 2075  511  200  676  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:            532  0  205          0  0  0          0 2075  511  200  676  0
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           532  0  205          0  0  0          0 2075  511  200  676  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:             532  0  205          0  0  0          0 2075  511  200  676  0
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           532  0  205          0  0  0          0 2075  511  200  676  0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            585  0  226          0  0  0          0 2075  562  220  676  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00          0.00 0.00 0.00          0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850          0  0  0          0 4275  1425 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.21 0.00 0.08          0.00 0.00 0.00          0.00 0.49 0.39 0.08 0.24 0.00
Crit Vol:              293          0          692          110
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.498
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound       South Bound       East Bound       West Bound
Movement:             L - T - R       L - T - R       L - T - R       L - T - R
-----|-----|-----|-----|-----|
Control:              Protected      Protected      Protected      Protected
Rights:               Include        Include        Include        Include
Min. Green:           0  0  0        0  0  0        0  0  0        0  0  0
Lanes:                1  0  1  0  1    1  0  1  0  1    2  0  4  0  1    1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             92  13  61  52  3  110  226 1637  30  25 1345  91
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           92  13  61  52  3  110  226 1637  30  25 1345  91
Added Vol:             0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           92  13  61  52  3  110  226 1637  30  25 1345  91
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           92  13  61  52  3  110  226 1637  30  25 1345  91
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          92  13  61  52  3  110  226 1637  30  25 1345  91
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           92  13  61  52  3  110  249 1637  30  25 1345  91
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.75 0.25
Final Sat.:           1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5151 349
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01 0.04 0.04 0.00 0.08 0.09 0.30 0.02 0.02 0.26 0.26
Crit Vol:             92          110  124          359
Crit Moves:          ****          ****  ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2020 w/o-PM Peak Tue Jun 12, 2018 10:47:39 Page 10-1

UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 90 Level Of Service: C

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	74	1232	37	19	1284	7	6	46	170	86	31	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1232	37	19	1284	7	6	46	170	86	31	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1232	37	19	1284	7	6	46	170	86	31	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1232	37	19	1284	7	6	46	170	86	31	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1232	37	19	1284	7	6	46	170	86	31	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1232	37	19	1284	7	6	46	170	86	31	35

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.03	0.21	0.76	1.00	0.47	0.53
Final Sat.:	1375	2670	80	1375	2735	15	37	285	1053	1375	646	729

Capacity Analysis Module:

Vol/Sat:	0.05	0.46	0.46	0.01	0.47	0.47	0.16	0.16	0.16	0.06	0.05	0.05
Crit Vol:	74			645			222			86		
Crit Moves:	****			****			****			****		

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Future 2025 w/o-AM Peak Tue Jun 12, 2018 10:56:51 Page 1-1

Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2025 w/o-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Future 2025 w/o-AM Peak Tue Jun 12, 2018 10:56:52 Page 4-1

UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: AVIATION BLVD. CENTURY BLVD.

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	2 0 2 0 1	1 0 4 0 1	1 0 3 1 0

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	607	924	70	150	591	172	86	763	381	188	1783	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	607	924	70	150	591	172	86	763	381	188	1783	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	607	924	70	150	591	172	86	763	381	188	1783	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	607	924	70	150	591	172	86	763	381	188	1783	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	924	70	150	591	172	86	763	381	188	1783	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	668	924	70	165	591	172	86	763	381	188	1783	344

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.86	0.14	2.00	2.00	1.00	1.00	4.00	1.00	1.00	3.35	0.65
Final Sat.:	2750	2556	194	2750	2750	1375	1375	5500	1375	1375	4610	890

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.24	0.36	0.36	0.06	0.21	0.13	0.06	0.14	0.28	0.14	0.39	0.39
Crit Vol:	334			296			86			532		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

Future 2025 w/o-AM Peak Tue Jun 12, 2018 10:56:52 Page 5-1

UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.746
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             344  736  124    75  435  252    226  344    70  285 1423  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:          344  736  124    75  435  252    226  344    70  285 1423  140
Added Vol:            0  0  0          0  0  0          0  0  0          0  0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:          344  736  124    75  435  252    226  344    70  285 1423  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:           344  736  124    75  435  252    226  344    70  285 1423  140
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          344  736  124    75  435  252    226  344    70  285 1423  140
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00 1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00    1.10 1.00  1.10    1.10 1.00    1.00 1.10 1.00  1.00
Final Vol.:           378  736  124    83  435  277    249  344    70  314 1423  140
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00 1.00 1.00  1.00
Lanes:                2.00 2.00  1.00    2.00 1.83  1.17    2.00 2.49    0.51 2.00 3.00  1.00
Final Sat.:           2750 2750  1375    2750 2519  1606    2750 3428    697 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.27  0.09    0.03 0.17  0.17    0.09 0.10  0.10 0.11 0.34  0.10
Crit Vol:              189          237          124          474
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.999
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:            Split Phase        Split Phase        Permitted         Protected
Rights:             Ovl              Ovl              Include           Include
Min. Green:         0  0  0          0  0  0          0  0  0          0  0  0
Lanes:              2  0  1  0  1    2  0  1  1  0    2  0  2  1  1    2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:           542  483  247    220  247  183    220  177  231    150 1273  419
Growth Adj:         1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:        542  483  247    220  247  183    220  177  231    150 1273  419
Added Vol:           0   0   0         0   0   0         0   0   0         0   0   0
PasserByVol:        0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:        542  483  247    220  247  183    220  177  231    150 1273  419
User Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:         542  483  247    220  247  183    220  177  231    150 1273  419
Reduct Vol:         0   0   0         0   0   0         0   0   0         0   0   0
Reduced Vol:        542  483  247    220  247  183    220  177  231    150 1273  419
PCE Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:            1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.10    1.10 1.00  1.00
Final Vol.:         596  483  247    242  247  183    242  177  254    165 1273  419
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:         1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:              2.00 1.00  1.00    2.00 1.15  0.85    2.00 2.00  2.00    2.00 2.00  1.00
Final Sat.:         2850 1425  1425    2850 1637  1213    2850 2850  2850    2850 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.21 0.34  0.17    0.08 0.15  0.15    0.08 0.06  0.09    0.06 0.45  0.29
Crit Vol:           483                215                89                637
Crit Moves:         ****                ****                ****                ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 1369 27 258 934 0 0 0 0 0 0 242
 Growth Adj: 1.00 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 1369 27 258 934 0 0 0 0 0 0 242
 Added Vol: 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1369 27 258 934 0 0 0 0 0 0 242
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1369 27 258 934 0 0 0 0 0 0 242
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1369 27 258 934 0 0 0 0 0 0 242
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 1369 27 284 934 0 0 0 0 0 0 266
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.94 0.06 2.00 2.00 0.00 0.00 1.00 0.00 0.00 0.00 2.00
 Final Sat.: 0 4045 80 2750 2750 0 0 1375 0 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.34 0.10 0.34 0.00 0.00 0.00 0.00 0.00 0.00 0.10
 Crit Vol: 465 142 0 0
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

Future 2025 w/o-AM Peak Tue Jun 12, 2018 10:56:52 Page 10-1

UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: B

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	107	1372	61	36	1076	20	5	15	77	51	61	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:	107	1372	61	36	1076	20	5	15	77	51	61	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1372	61	36	1076	20	5	15	77	51	61	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:	107	1372	61	36	1076	20	5	15	77	51	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1372	61	36	1076	20	5	15	77	51	61	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
Final Vol.:	107	1372	61	36	1076	20	5	15	77	51	61	41

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.96	0.04	0.05	0.15	0.80	1.00	0.60	0.40
Final Sat.:	1375	2633	117	1375	2700	50	71	213	1091	1375	822	553

Capacity Analysis Module:

Vol/Sat:	0.08	0.52	0.52	0.03	0.40	0.40	0.07	0.07	0.07	0.04	0.07	0.07
Crit Vol:		717		36					97		102	
Crit Moves:		****		****					****		****	

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Future 2025 w/o-PM Peak Tue Jun 12, 2018 10:57:36 Page 1-1

Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2025 w/o-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Future 2025 w/o-PM Peak Tue Jun 12, 2018 10:57:36 Page 4-1

 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	1.061
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	AVIATION BLVD.				CENTURY BLVD.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R												
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0												
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	4	0	1	1	0	3	1	0

Volume Module:

Base Vol:	526	1004	86	226	720	150	349	2084	666	124	1461	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	1004	86	226	720	150	349	2084	666	124	1461	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	1004	86	226	720	150	349	2084	666	124	1461	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1004	86	226	720	150	349	2084	666	124	1461	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1004	86	226	720	150	349	2084	666	124	1461	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	579	1004	86	249	720	150	349	2084	666	124	1461	166

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	4.00	1.00	1.00	3.59	0.41
Final Sat.:	2750	2533	217	2750	2750	1375	1375	5500	1375	1375	4939	561

Capacity Analysis Module:

Vol/Sat:	0.21	0.40	0.40	0.09	0.26	0.11	0.25	0.38	0.48	0.09	0.30	0.30
Crit Vol:	545		124		666		124					
Crit Moves:	****		****		****		****					

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.039
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             177  532  285  145  983  172  322 1885  430  124  521  107
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          177  532  285  145  983  172  322 1885  430  124  521  107
Added Vol:            0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          177  532  285  145  983  172  322 1885  430  124  521  107
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           177  532  285  145  983  172  322 1885  430  124  521  107
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          177  532  285  145  983  172  322 1885  430  124  521  107
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:           195  532  285  160  983  189  354 1885  430  136  521  107
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.44  0.56  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2750  1375  2750 3359  766  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.19  0.21  0.06 0.36  0.14  0.13 0.56  0.56  0.05 0.13  0.08
Crit Vol:              97          492          772          68
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4548 0 0 2841 0 0 0 532 0 322
 Growth Adj: 1.00 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 4548 0 0 2841 0 0 0 532 0 322
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4548 0 0 2841 0 0 0 532 0 322
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4548 0 0 2841 0 0 0 532 0 322
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4548 0 0 2841 0 0 0 532 0 322
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4548 0 0 2841 0 0 0 585 0 354
 -----|-----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 3000 0 3000
 -----|-----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.76 0.00 0.00 0.47 0.00 0.00 0.00 0.00 0.20 0.00 0.12
 Crit Vol: 1137 0 293
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.955
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0          0  0  0          0  0  0          0  0  0
Lanes:               2  0  1  0  1    2  0  1  1  0    2  0  2  1  1    2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            226  376  183   322  322   226   215 1901  413  140  365  215
Growth Adj:          1.00 1.00  1.00   1.00 1.00   1.00   1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         226  376  183   322  322   226   215 1901  413  140  365  215
Added Vol:           0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:         226  376  183   322  322   226   215 1901  413  140  365  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:          226  376  183   322  322   226   215 1901  413  140  365  215
Reduct Vol:          0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:         226  376  183   322  322   226   215 1901  413  140  365  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:            1.10 1.00  1.00   1.10 1.00   1.00   1.10 1.00  1.10  1.10 1.00  1.00
Final Vol.:          249  376  183   354  322   226   237 1901  454  154  365  215
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425   1425 1425   1425   1425 1425  1425  1425 1425  1425
Adjustment:          1.00 1.00  1.00   1.00 1.00   1.00   1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               2.00 1.00  1.00   2.00 1.18  0.82   2.00 3.00  1.00  2.00 2.00  1.00
Final Sat.:          2850 1425  1425   2850 1675  1175   2850 4275  1425  2850 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.09 0.26  0.13  0.12 0.19  0.19  0.08 0.44  0.32  0.05 0.13  0.15
Crit Vol:            376                                274          634          77
Crit Moves:          ****                                ****          ****          ****
*****

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: C

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 1321 124 124 1584 0 0 0 0 0 0 489
 Growth Adj: 1.00 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 1321 124 124 1584 0 0 0 0 0 0 489
 Added Vol: 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1321 124 124 1584 0 0 0 0 0 0 489
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1321 124 124 1584 0 0 0 0 0 0 489
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1321 124 124 1584 0 0 0 0 0 0 489
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 1321 124 136 1584 0 0 0 0 0 0 538
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.74 0.26 2.00 2.00 0.00 0.00 1.00 0.00 0.00 0.00 2.00
 Final Sat.: 0 3771 354 2750 2750 0 0 1375 0 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.35 0.35 0.05 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.20
 Crit Vol: 0 792 0 269
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.655
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        66          Level Of Service:          B
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Protected        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  1  0  1    1  0  1  0  1    2  0  4  1  0    1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             56  20  107    209  10  179    158 2519   56  36 1831   158
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           56  20  107    209  10  179    158 2519   56  36 1831   158
Added Vol:             0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           56  20  107    209  10  179    158 2519   56  36 1831   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:           56  20  107    209  10  179    158 2519   56  36 1831   158
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           56  20  107    209  10  179    158 2519   56  36 1831   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    1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           56  20  107    209  10  179    174 2519   56  36 1831   158
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00    1.00 1.00  1.00    2.00 4.89  0.11  1.00 3.68  0.32
Final Sat.:           1375 1375  1375    1375 1375  1375    2750 6725   150  1375 5063  437
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.01  0.08    0.15 0.01  0.13    0.06 0.37  0.37  0.03 0.36  0.36
Crit Vol:              107  209          87          497
Crit Moves:           ****  ****          ****          ****
*****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 122 Level Of Service: D

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	77	1418	61	61	1433	5	5	41	163	82	20	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1418	61	61	1433	5	5	41	163	82	20	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1418	61	61	1433	5	5	41	163	82	20	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1418	61	61	1433	5	5	41	163	82	20	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1418	61	61	1433	5	5	41	163	82	20	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	1418	61	61	1433	5	5	41	163	82	20	92

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.99	0.01	0.02	0.20	0.78	1.00	0.18	0.82
Final Sat.:	1375	2637	113	1375	2740	10	33	270	1072	1375	246	1129

Capacity Analysis Module:

Vol/Sat:	0.06	0.54	0.54	0.04	0.52	0.52	0.15	0.15	0.15	0.06	0.08	0.08
Crit Vol:	77			719			209			112		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 with-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 782 693 120 76 371 184 108 1100 298 102 2249 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: 782 693 120 76 371 184 108 1100 298 102 2249 201
 Added Vol: 6 0 0 0 0 2 3 51 13 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 788 693 120 76 371 186 111 1151 311 102 2249 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: 788 693 120 76 371 186 111 1151 311 102 2249 201
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 788 693 120 76 371 186 111 1151 311 102 2249 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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 867 693 120 84 371 186 111 1151 311 102 2249 201
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.70 0.30 2.00 2.00 1.00 1.00 3.15 0.85 1.00 3.67 0.33
 Final Sat.: 2750 2344 406 2750 2750 1375 1375 4330 1170 1375 5049 451
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.32 0.30 0.30 0.03 0.13 0.14 0.08 0.27 0.27 0.07 0.45 0.45
 Crit Vol: 433 186 111 613
 Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.777
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        102          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             290  739  128  240  305  220  122  316  77  198 1241  626
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          290  739  128  240  305  220  122  316  77  198 1241  626
Added Vol:            0  0  0          11  2  0          0  0  0          0  0  0  6
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:          290  739  128  251  307  220  122  316  77  198 1241  632
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           290  739  128  251  307  220  122  316  77  198 1241  632
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          290  739  128  251  307  220  122  316  77  198 1241  632
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:           319  739  128  276  307  242  134  316  77  218 1241  632
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 2.00 1.00 2.00 1.68 1.32 2.00 2.41 0.59 2.00 3.00 1.00
Final Sat.:           2750 2750 1375 2750 2307 1818 2750 3317 808 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.27 0.09 0.10 0.13 0.13 0.05 0.10 0.10 0.08 0.30 0.46
Crit Vol:              369          0          67          632
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4933 0 0 2514 40 0 0 0 404 81 482
 Growth Adj: 1.00 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 4933 0 0 2514 40 0 0 0 404 81 482
 Added Vol: 0 0 0 0 0 0 0 0 0 23 0 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4933 0 0 2514 40 0 0 0 427 81 488
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4933 0 0 2514 40 0 0 0 427 81 488
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4933 0 0 2514 40 0 0 0 427 81 488
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4933 0 0 2514 40 0 0 0 470 81 537
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 2559 441 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.82 0.00 0.00 0.42 0.03 0.00 0.00 0.00 0.18 0.18 0.18
 Crit Vol: 1233 0 0 0 0 0 0 0 0 275
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.970
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0          0  0  0          0  0  0          0  0  0
Lanes:               2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:            962  0  354  0  0  0  0  396  377  132 1296  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
Initial Bse:          962  0  354  0  0  0  0  396  377  132 1296  0
Added Vol:            3  0  0  0  0  0  0  8  3  0  2  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          965  0  354  0  0  0  0  404  380  132 1298  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
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:           965  0  354  0  0  0  0  404  380  132 1298  0
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          965  0  354  0  0  0  0  404  380  132 1298  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
MLF Adj:              1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:           1062  0  389  0  0  0  0  404  418  145 1298  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:          2850  0 2850  0  0  0  0 2850  2850  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.37 0.00 0.14 0.00 0.00 0.00 0.00 0.14 0.15 0.05 0.46 0.00
Crit Vol:             531  0  0  0  0  0  202  649
Crit Moves:          ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.561
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        52          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound       South Bound       East Bound       West Bound
Movement:            L - T - R       L - T - R       L - T - R       L - T - R
-----|-----|-----|-----|-----|
Control:             Protected       Protected       Protected       Protected
Rights:              Include        Include         Include         Include
Min. Green:          0  0  0         0  0  0         0  0  0         0  0  0
Lanes:               1  0  1  0  1   1  0  1  0  1   2  0  4  0  1   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            38   8   42   26   5   59   226 1471   73   64 1912   137
Growth Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          38   8   42   26   5   59   226 1471   73   64 1912   137
Added Vol:           29   0   67   0   0   0     0   0   0     8   0   0
PasserByVol:         0   0   0     0   0   0     0   0   0     0   0   0
Initial Fut:         67   8  109   26   5   59   226 1471   73   72 1912   137
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          67   8  109   26   5   59   226 1471   73   72 1912   137
Reduct Vol:          0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:         67   8  109   26   5   59   226 1471   73   72 1912   137
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:          67   8  109   26   5   59   249 1471   73   72 1912   137
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.73 0.27
Final Sat.:          1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5132 368
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.05 0.01 0.08 0.02 0.00 0.04 0.09 0.27 0.05 0.05 0.37 0.37
Crit Vol:            109   26          124          512
Crit Moves:          ****  ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	110	1382	99	24	828	17	5	17	87	43	82	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1382	99	24	828	17	5	17	87	43	82	61
Added Vol:	0	6	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1388	99	24	841	17	5	17	87	43	82	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1388	99	24	841	17	5	17	87	43	82	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1388	99	24	841	17	5	17	87	43	82	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	1388	99	24	841	17	5	17	87	43	82	61

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.04	0.16	0.80	1.00	0.57	0.43
Final Sat.:	1375	2567	183	1375	2696	54	63	214	1097	1375	788	587

Capacity Analysis Module:

Vol/Sat:	0.08	0.54	0.54	0.02	0.31	0.31	0.08	0.08	0.08	0.03	0.10	0.10
Crit Vol:		743		24				109				143
Crit Moves:		****		****				****				****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2020 with-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.048
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              426 654 179 118 661 131 138 2411 519 137 1076 143
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           426 654 179 118 661 131 138 2411 519 137 1076 143
Added Vol:              6 0 0          0 0 0          2 5 7          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           432 654 179 118 661 133 140 2416 526 137 1076 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:            432 654 179 118 661 133 140 2416 526 137 1076 143
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           432 654 179 118 661 133 140 2416 526 137 1076 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:               1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            475 654 179 130 661 133 140 2416 526 137 1076 143
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 1.57 0.43 2.00 2.00 1.00 1.00 3.28 0.72 1.00 3.53 0.47
Final Sat.:            2750 2159 591 2750 2750 1375 1375 4517 983 1375 4855 645
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.17 0.30 0.30 0.05 0.24 0.10 0.10 0.53 0.53 0.10 0.22 0.22
Crit Vol:              238          331          735          137
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.015
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                 Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              196  476  236  476  868  152  305  1733  458  224  486  422
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           196  476  236  476  868  152  305  1733  458  224  486  422
Added Vol:              0  0  0          6  0  0          0  0  0          0  0  6
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           196  476  236  482  868  152  305  1733  458  224  486  428
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            196  476  236  482  868  152  305  1733  458  224  486  428
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           196  476  236  482  868  152  305  1733  458  224  486  428
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            216  476  236  530  868  167  336  1733  458  246  486  428
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.37  0.63  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2750  1375  2750  3263  862  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08  0.17  0.17  0.19  0.32  0.12  0.12  0.53  0.53  0.09  0.12  0.31
Crit Vol:              108          434          730          123
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4476 0 0 3425 46 0 0 0 558 80 270
 Growth Adj: 1.00 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 4476 0 0 3425 46 0 0 0 558 80 270
 Added Vol: 0 0 0 0 0 0 0 0 0 2 0 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4476 0 0 3425 46 0 0 0 560 80 271
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4476 0 0 3425 46 0 0 0 560 80 271
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4476 0 0 3425 46 0 0 0 560 80 271
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4476 0 0 3425 46 0 0 0 616 80 298
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.77 0.23 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 2655 345 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.75 0.00 0.00 0.57 0.03 0.00 0.00 0.00 0.23 0.23 0.10
 Crit Vol: 1119 0 0 0 348
 Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.770
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              532  0  205          0  0  0          0  2075  511  200  676  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:           532  0  205          0  0  0          0  2075  511  200  676  0
Added Vol:             3  0  0          0  0  0          0  3  3  0  2  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           535  0  205          0  0  0          0  2078  514  200  678  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:           535  0  205          0  0  0          0  2078  514  200  678  0
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          535  0  205          0  0  0          0  2078  514  200  678  0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:           589  0  226          0  0  0          0  2078  565  220  678  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00          0.00 0.00 0.00          0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:           2850  0  2850          0  0  0          0  4275  1425  2850  2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.00 0.08          0.00 0.00 0.00          0.00 0.49 0.40 0.08 0.24 0.00
Crit Vol:             294          0          693          110
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 849 31 432 1274 5 1 0 5 0 0 427
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 849 31 432 1274 5 1 0 5 0 0 427
 Added Vol: 0 0 0 3 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 849 31 435 1274 5 1 0 5 0 0 427
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 849 31 435 1274 5 1 0 5 0 0 427
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 849 31 435 1274 5 1 0 5 0 0 427
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 849 31 479 1274 5 1 0 5 0 0 470
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.93 0.07 2.00 1.99 0.01 0.17 0.00 0.83 0.00 0.00 2.00
 Final Sat.: 0 2653 97 2750 2739 11 229 0 1146 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.32 0.32 0.17 0.47 0.47 0.00 0.00 0.00 0.00 0.00 0.17
 Crit Vol: 440 239 6 0
 Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

Level of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1001 AVION DR. @ CENTURY BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	AVION DR.				CENTURY BLVD.										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R							
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	1	0	1	2	0	4	0	1	1	0	3	1	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	92	13	109	52	3	110	226	1637	30	25	1345	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	13	109	52	3	110	226	1637	30	25	1345	91
Added Vol:	3	0	14	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	13	123	52	3	110	226	1637	30	33	1345	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	13	123	52	3	110	226	1637	30	33	1345	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	13	123	52	3	110	226	1637	30	33	1345	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	13	123	52	3	110	249	1637	30	33	1345	91

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	4.00	1.00	1.00	3.75	0.25
Final Sat.:	1375	1375	1375	1375	1375	1375	2750	5500	1375	1375	5151	349

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.07	0.01	0.09	0.04	0.00	0.08	0.09	0.30	0.02	0.02	0.26	0.26
Crit Vol:	95					110	124				359	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 106 Level Of Service: C

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	74	1232	37	19	1284	7	6	46	218	86	31	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1232	37	19	1284	7	6	46	218	86	31	35
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1238	37	19	1291	7	6	46	218	86	31	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1238	37	19	1291	7	6	46	218	86	31	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1238	37	19	1291	7	6	46	218	86	31	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1238	37	19	1291	7	6	46	218	86	31	35

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.02	0.17	0.81	1.00	0.47	0.53
Final Sat.:	1375	2670	80	1375	2735	15	31	234	1110	1375	646	729

Capacity Analysis Module:

Vol/Sat:	0.05	0.46	0.46	0.01	0.47	0.47	0.20	0.20	0.20	0.06	0.05	0.05
Crit Vol:	74			649			270			86		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2025 with-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 4 0 1 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 607 924 70 150 591 172 86 763 381 188 1783 344
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 607 924 70 150 591 172 86 763 381 188 1783 344
 Added Vol: 6 0 0 0 0 2 3 51 13 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 613 924 70 150 591 174 89 814 394 188 1783 344
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 613 924 70 150 591 174 89 814 394 188 1783 344
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 613 924 70 150 591 174 89 814 394 188 1783 344
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 674 924 70 165 591 174 89 814 394 188 1783 344
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.86 0.14 2.00 2.00 1.00 1.00 4.00 1.00 1.00 3.35 0.65
 Final Sat.: 2750 2556 194 2750 2750 1375 1375 5500 1375 1375 4610 890
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.25 0.36 0.36 0.06 0.21 0.13 0.06 0.15 0.29 0.14 0.39 0.39
 Crit Vol: 337 296 89 532
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.746
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             344  736  124          75  435  252  226  344          70  285  1423  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:           344  736  124          75  435  252  226  344          70  285  1423  140
Added Vol:             0  0  0          11  2  0          0  0  0          0  0  0  6
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:           344  736  124          86  437  252  226  344          70  285  1423  146
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00          1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00          1.00  1.00  1.00  1.00
PHF Volume:           344  736  124          86  437  252  226  344          70  285  1423  146
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:           344  736  124          86  437  252  226  344          70  285  1423  146
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00          1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00          1.10  1.00  1.10  1.10  1.00          1.00  1.10  1.00  1.00
Final Vol.:           378  736  124          95  437  277  249  344          70  314  1423  146
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375          1375  1375  1375  1375  1375          1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00          1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00          2.00  1.84  1.16  2.00  2.49          0.51  2.00  3.00  1.00
Final Sat.:           2750  2750  1375          2750  2524  1601  2750  3428          697  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14  0.27  0.09          0.03  0.17  0.17  0.09  0.10          0.10  0.11  0.34  0.11
Crit Vol:             189          238          124          474
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 136 Level Of Service: D

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4183 0 0 2314 0 0 0 0 397 0 532
 Growth Adj: 1.00 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 4183 0 0 2314 0 0 0 0 397 0 532
 Added Vol: 0 0 0 0 0 0 0 0 0 23 0 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4183 0 0 2314 0 0 0 0 420 0 538
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4183 0 0 2314 0 0 0 0 420 0 538
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4183 0 0 2314 0 0 0 0 420 0 538
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4183 0 0 2314 0 0 0 0 462 0 592
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 3000 0 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.70 0.00 0.00 0.39 0.00 0.00 0.00 0.00 0.15 0.00 0.20
 Crit Vol: 1046 0 0 0
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.002
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0          0  0  0          0  0  0          0  0  0
Lanes:               2  0  1  0  1    2  0  1  1  0    2  0  2  1  1    2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:            542  483  247    220  247  183    220  177  231    150 1273  419
Growth Adj:          1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:         542  483  247    220  247  183    220  177  231    150 1273  419
Added Vol:           3    0    0          0    0    0          0    8    3          0    2    0
PasserByVol:         0    0    0          0    0    0          0    0    0          0    0    0
Initial Fut:         545  483  247    220  247  183    220  185  234    150 1275  419
User Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:          545  483  247    220  247  183    220  185  234    150 1275  419
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         545  483  247    220  247  183    220  185  234    150 1275  419
PCE Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:            1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.10    1.10 1.00  1.00
Final Vol.:          600  483  247    242  247  183    242  185  257    165 1275  419
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:          1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               2.00 1.00  1.00    2.00 1.15  0.85    2.00 2.00  2.00    2.00 2.00  1.00
Final Sat.:          2850 1425  1425    2850 1637  1213    2850 2850  2850    2850 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.21 0.34  0.17    0.08 0.15  0.15    0.08 0.06  0.09    0.06 0.45  0.29
Crit Vol:            483          215          92          638
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

 Street Name: La CIENEGA BLVD. 405 S/B RAMP
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 1 0 2 0 1 1 0 0 0 1! 0 0 0 0 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 1369 27 258 934 0 0 0 0 0 0 242
 Growth Adj: 1.00 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 1369 27 258 934 0 0 0 0 0 0 242
 Added Vol: 0 0 0 24 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1369 27 282 934 0 0 0 0 0 0 242
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1369 27 282 934 0 0 0 0 0 0 242
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1369 27 282 934 0 0 0 0 0 0 242
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
 Final Vol.: 0 1369 27 310 934 0 0 0 0 0 0 266
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.94 0.06 2.00 2.00 0.00 0.00 1.00 0.00 0.00 0.00 2.00
 Final Sat.: 0 4045 80 2750 2750 0 0 1375 0 0 0 2750
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.34 0.11 0.34 0.00 0.00 0.00 0.00 0.00 0.00 0.10
 Crit Vol: 465 155 0 0
 Crit Moves: **** **** ****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.628
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Protected        Protected        Protected        Protected
Rights:               Include         Include         Include         Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                1  0  1  0  1   1  0  1  0  1   2  0  4  1  0   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             66  20  43    36  26  71   459 1265   71   77 1607   173
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           66  20  43    36  26  71   459 1265   71   77 1607   173
Added Vol:            29  0  67     0  0  0     0  0  0     8  0  0
PasserByVol:          0  0  0     0  0  0     0  0  0     0  0  0
Initial Fut:          95  20  110   36  26  71   459 1265   71   85 1607   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:           95  20  110   36  26  71   459 1265   71   85 1607   173
Reduct Vol:           0  0  0     0  0  0     0  0  0     0  0  0
Reduced Vol:          95  20  110   36  26  71   459 1265   71   85 1607   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  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           95  20  110   36  26  71   505 1265   71   85 1607   173
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00  1.00 1.00  1.00  2.00 4.73  0.27  1.00 3.61  0.39
Final Sat.:           1375 1375  1375  1375 1375  1375  2750 6510  365  1375 4965  535
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01  0.08  0.03 0.02  0.05  0.18 0.19  0.19  0.06 0.32  0.32
Crit Vol:              95          71  252          445
Crit Moves:          ****          ****  ****          ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	107	1372	61	36	1076	20	5	15	79	51	61	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:	107	1372	61	36	1076	20	5	15	79	51	61	41
Added Vol:	0	6	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1378	61	36	1089	20	5	15	79	51	61	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:	107	1378	61	36	1089	20	5	15	79	51	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1378	61	36	1089	20	5	15	79	51	61	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
Final Vol.:	107	1378	61	36	1089	20	5	15	79	51	61	41

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.96	0.04	0.05	0.15	0.80	1.00	0.60	0.40
Final Sat.:	1375	2633	117	1375	2700	50	69	208	1097	1375	822	553

Capacity Analysis Module:

Vol/Sat:	0.08	0.52	0.52	0.03	0.40	0.40	0.07	0.07	0.07	0.04	0.07	0.07
Crit Vol:		720		36				99			102	
Crit Moves:		****		****				****			****	

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report
Scenario: Future 2025 with-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.066
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:             Protected          Protected          Protected          Protected
Rights:              Include          Include          Include          Include
Min. Green:          0 0 0          0 0 0          0 0 0          0 0 0
Lanes:              2 0 1 1 0          2 0 2 0 1          1 0 4 0 1          1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:            526 1004          86 226 720 150          349 2084 666          124 1461 166
Growth Adj:          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          526 1004          86 226 720 150          349 2084 666          124 1461 166
Added Vol:           6 0 0          0 0 0 2          2 5 7          0 0 0
PasserByVol:         0 0 0          0 0 0 0          0 0 0          0 0 0
Initial Fut:          532 1004          86 226 720 152          351 2089 673          124 1461 166
User Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          532 1004          86 226 720 152          351 2089 673          124 1461 166
Reduct Vol:          0 0 0          0 0 0 0          0 0 0          0 0 0
Reduced Vol:          532 1004          86 226 720 152          351 2089 673          124 1461 166
PCE Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:             1.10 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:          585 1004          86 249 720 152          351 2089 673          124 1461 166
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:              2.00 1.84 0.16          2.00 2.00 1.00          1.00 4.00 1.00          1.00 3.59 0.41
Final Sat.:          2750 2533 217          2750 2750 1375          1375 5500 1375          1375 4939 561
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.21 0.40 0.40          0.09 0.26 0.11          0.26 0.38 0.49          0.09 0.30 0.30
Crit Vol:            545          124          673 124
Crit Moves:          ****          ****          **** ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100	Critical Vol./Cap. (X):	1.039
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	AVIATION BL.				IMPERIAL HWY.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Ovl		Ovl		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	1	1

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	177	532	285	145	983	172	322	1885	430	124	521	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	532	285	145	983	172	322	1885	430	124	521	107
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	532	285	151	983	172	322	1885	430	124	521	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	532	285	151	983	172	322	1885	430	124	521	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	532	285	151	983	172	322	1885	430	124	521	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	195	532	285	166	983	189	354	1885	430	136	521	113

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3359	766	2750	4125	1375

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.21	0.06	0.36	0.14	0.13	0.56	0.56	0.05	0.13	0.08
Crit Vol:	97			492			772			68		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.954
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 4548          0 0 2841          0 0 0 0          532 0 322
Growth Adj:             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 4548          0 0 2841          0 0 0 0          532 0 322
Added Vol:              0 0          0 0 0          0 0 0          2 0 1
PasserByVol:           0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            0 4548          0 0 2841          0 0 0 0          534 0 323
User Adj:               1.00 1.00 0.00 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
PHF Volume:             0 4548          0 0 2841          0 0 0 0          534 0 323
Reduct Vol:             0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           0 4548          0 0 2841          0 0 0 0          534 0 323
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:             0 4548          0 0 2841          0 0 0 0          587 0 355
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.:            0 6000 1500          0 6000 1500          0 0 0          3000 0 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.76 0.00 0.00 0.47 0.00 0.00 0.00 0.00 0.20 0.00 0.12
Crit Vol:              1137          0          0          294
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec):	100	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	/ 105 RAMP	IMPERIAL HWY.	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Split Phase	Split Phase	Permitted Protected
Rights:	Ovl	Ovl	Include Include
Min. Green:	0 0 0	0 0 0	0 0 0 0 0 0
Lanes:	2 0 1 0 1	2 0 1 1 0	2 0 2 1 1 2 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	226	376	183	322	322	226	215	1901	413	140	365	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	376	183	322	322	226	215	1901	413	140	365	215
Added Vol:	3	0	0	0	0	0	0	3	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	376	183	322	322	226	215	1904	416	140	367	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:	229	376	183	322	322	226	215	1904	416	140	367	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	376	183	322	322	226	215	1904	416	140	367	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00
Final Vol.:	252	376	183	354	322	226	237	1904	458	154	367	215

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	2.00	1.18	0.82	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	1425	1425	2850	1675	1175	2850	4275	1425	2850	2850	1425

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.09	0.26	0.13	0.12	0.19	0.19	0.08	0.45	0.32	0.05	0.13	0.15
Crit Vol:	376						274	635	77			
Crit Moves:	****						****		****			

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.721
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        82          Level Of Service:          C
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 2 1 0          2 0 1 1 0          0 0 1! 0 0          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1321 124 124 1584 0 0 0 0 0 0 489
Growth Adj:           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 1321 124 124 1584 0 0 0 0 0 0 489
Added Vol:            0 0 0          3 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          0 1321 124 127 1584 0 0 0 0 0 0 489
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 1321 124 127 1584 0 0 0 0 0 0 489
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:         0 1321 124 127 1584 0 0 0 0 0 0 489
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 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 1321 124 140 1584 0 0 0 0 0 0 538
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.74 0.26 2.00 2.00 0.00 0.00 1.00 0.00 0.00 0.00 2.00
Final Sat.:           0 3771 354 2750 2750 0 0 1375 0 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.35 0.35 0.05 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.20
Crit Vol:             0          792          0          269
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.703
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        77          Level Of Service:          C
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Protected        Protected        Protected        Protected
Rights:               Include         Include         Include         Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                1  0  1  0  1   1  0  1  0  1   2  0  4  1  0   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             56  20  160  209  10  179  158 2519  56  36 1831  158
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          56  20  160  209  10  179  158 2519  56  36 1831  158
Added Vol:            3  0  14  0  0  0  0  0  0  8  0  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:         59  20  174  209  10  179  158 2519  56  44 1831  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:          59  20  174  209  10  179  158 2519  56  44 1831  158
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:         59  20  174  209  10  179  158 2519  56  44 1831  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 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:          59  20  174  209  10  179  174 2519  56  44 1831  158
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.89 0.11 1.00 3.68 0.32
Final Sat.:           1375 1375 1375 1375 1375 1375 2750 6725 150 1375 5063 437
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.01 0.13 0.15 0.01 0.13 0.06 0.37 0.37 0.03 0.36 0.36
Crit Vol:              174  209  87  497
Crit Moves:           ****  ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 127 Level Of Service: D

Street Name: AVIATION 104th

Approach:	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	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	0	

Volume Module:

Base Vol:	77	1418	61	61	1433	5	5	41	170	82	20	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1418	61	61	1433	5	5	41	170	82	20	92
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1424	61	61	1440	5	5	41	170	82	20	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1424	61	61	1440	5	5	41	170	82	20	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1424	61	61	1440	5	5	41	170	82	20	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	1424	61	61	1440	5	5	41	170	82	20	92

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.99	0.01	0.02	0.19	0.79	1.00	0.18	0.82
Final Sat.:	1375	2637	113	1375	2740	10	32	261	1082	1375	246	1129

Capacity Analysis Module:

Vol/Sat:	0.06	0.54	0.54	0.04	0.53	0.53	0.16	0.16	0.16	0.06	0.08	0.08
Crit Vol:	77			722			216			112		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2020-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

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

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	740	656	114	72	351	174	102	1042	282	97	2130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	656	114	72	351	174	102	1042	282	97	2130	190
Added Vol:	6	0	0	0	0	2	3	51	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	656	114	72	351	176	105	1093	295	97	2130	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:	746	656	114	72	351	176	105	1093	295	97	2130	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	656	114	72	351	176	105	1093	295	97	2130	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	821	656	114	79	351	176	105	1093	295	97	2130	190

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	1.00	3.15	0.85	1.00	3.67	0.33
Final Sat.:	2750	2343	407	2750	2750	1375	1375	4331	1169	1375	5050	450

Capacity Analysis Module:

Vol/Sat:	0.30	0.28	0.28	0.03	0.13	0.13	0.08	0.25	0.25	0.07	0.42	0.42
Crit Vol:	410			176			105			580		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.737
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        87          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              275  700  122  227  289  208  116  299  73  188  1176  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:           275  700  122  227  289  208  116  299  73  188  1176  593
Added Vol:              0  0  0          11  2  0          0  0  0          0  0  6
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           275  700  122  238  291  208  116  299  73  188  1176  599
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            275  700  122  238  291  208  116  299  73  188  1176  599
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           275  700  122  238  291  208  116  299  73  188  1176  599
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            303  700  122  262  291  229  128  299  73  207  1176  599
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  1.68  1.32  2.00  2.41  0.59  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2309  1816  2750  3316  809  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11  0.25  0.09  0.10  0.13  0.13  0.05  0.09  0.09  0.08  0.29  0.44
Crit Vol:              350          0          64          599
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4671 0 0 2381 38 0 0 0 383 77 457
 Growth Adj: 1.00 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 4671 0 0 2381 38 0 0 0 383 77 457
 Added Vol: 0 0 0 0 0 0 0 0 0 23 0 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4671 0 0 2381 38 0 0 0 406 77 463
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4671 0 0 2381 38 0 0 0 406 77 463
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4671 0 0 2381 38 0 0 0 406 77 463
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4671 0 0 2381 38 0 0 0 447 77 509
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 2559 441 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.78 0.00 0.00 0.40 0.03 0.00 0.00 0.00 0.17 0.17 0.17
 Crit Vol: 1168 0 262
 Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.918
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted        Protected
Rights:               Ovl              Ovl              Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             911  0  335  0  0  0  0  375  357  125 1227  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
Initial Bse:           911  0  335  0  0  0  0  375  357  125 1227  0
Added Vol:             3  0  0  0  0  0  0  8  3  0  2  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           914  0  335  0  0  0  0  383  360  125 1229  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
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:            914  0  335  0  0  0  0  383  360  125 1229  0
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           914  0  335  0  0  0  0  383  360  125 1229  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
MLF Adj:               1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            1005  0  369  0  0  0  0  383  396  138 1229  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850  0  0  0  0 2850  2850  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.35 0.00 0.13 0.00 0.00 0.00 0.00 0.13 0.14 0.05 0.43 0.00
Crit Vol:              503  0  0  0  0  0  192  615
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1 1	0	2	0 1 1	0	0	1! 0	0	0	0 0 2

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	829	55	407	593	19	0	0	0	0	0	109
Growth Adj:	1.00	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	829	55	407	593	19	0	0	0	0	0	109
Added Vol:	0	0	0	24	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	829	55	431	593	19	0	0	0	0	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	829	55	431	593	19	0	0	0	0	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	55	431	593	19	0	0	0	0	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	829	55	474	593	19	0	0	0	0	0	120

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	2.00	1.94	0.06	0.00	1.00	0.00	0.00	0.00	2.00
Final Sat.:	0	2579	171	2750	2665	85	0	1375	0	0	0	2750

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.17	0.22	0.22	0.00	0.00	0.00	0.00	0.00	0.04
Crit Vol:		442		237				0			0	
Crit Moves:		****		****							****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.535
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Protected        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  1  0  1    1  0  1  0  1    2  0  4  0  1    1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36   8   41   25   5   56   214 1393   69   61 1811   130
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           36   8   41   25   5   56   214 1393   69   61 1811   130
Added Vol:             29   0   67   0   0   0     0   0   0     8   0   0
PasserByVol:           0   0   0     0   0   0     0   0   0     0   0   0
Initial Fut:           65   8  108   25   5   56   214 1393   69   69 1811   130
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            65   8  108   25   5   56   214 1393   69   69 1811   130
Reduct Vol:            0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:           65   8  108   25   5   56   214 1393   69   69 1811   130
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            65   8  108   25   5   56   235 1393   69   69 1811   130
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.73 0.27
Final Sat.:           1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5132 368
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.01 0.08 0.02 0.00 0.04 0.09 0.25 0.05 0.05 0.35 0.35
Crit Vol:              108   25          118          485
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: C

Street Name: AVIATION 104th

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	105	1308	93	23	784	16	5	16	82	41	78	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1308	93	23	784	16	5	16	82	41	78	57
Added Vol:	0	6	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1314	93	23	797	16	5	16	82	41	78	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1314	93	23	797	16	5	16	82	41	78	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1314	93	23	797	16	5	16	82	41	78	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1314	93	23	797	16	5	16	82	41	78	57

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.05	0.15	0.80	1.00	0.58	0.42
Final Sat.:	1375	2568	182	1375	2696	54	67	214	1095	1375	794	581

Capacity Analysis Module:

Vol/Sat:	0.08	0.51	0.51	0.02	0.30	0.30	0.07	0.07	0.07	0.03	0.10	0.10
Crit Vol:		703		23				103			135	
Crit Moves:		****		****				****			****	

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Scenario Report

Scenario: B+P 2020-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: AVIATION BLVD. CENTURY BLVD.

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

Volume Module:

Base Vol:	403	619	169	112	626	124	131	2283	492	130	1018	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	619	169	112	626	124	131	2283	492	130	1018	135
Added Vol:	6	0	0	0	0	2	2	5	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	619	169	112	626	126	133	2288	499	130	1018	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	619	169	112	626	126	133	2288	499	130	1018	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	619	169	112	626	126	133	2288	499	130	1018	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	450	619	169	123	626	126	133	2288	499	130	1018	135

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	2.00	2.00	1.00	1.00	3.28	0.72	1.00	3.53	0.47
Final Sat.:	2750	2160	590	2750	2750	1375	1375	4515	985	1375	4856	644

Capacity Analysis Module:

Vol/Sat:	0.16	0.29	0.29	0.04	0.23	0.09	0.10	0.51	0.51	0.09	0.21	0.21
Crit Vol:	225			313			697			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.961
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             186  451  223    451  822  144    288 1641  433    213  460  399
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          186  451  223    451  822  144    288 1641  433    213  460  399
Added Vol:             0  0  0          6  0  0          0  0  0          0  0  6
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          186  451  223    457  822  144    288 1641  433    213  460  405
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           186  451  223    457  822  144    288 1641  433    213  460  405
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          186  451  223    457  822  144    288 1641  433    213  460  405
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00    1.10 1.00  1.10    1.10 1.00  1.00    1.10 1.00  1.00
Final Vol.:           205  451  223    503  822  158    317 1641  433    234  460  405
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375    1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                2.00 2.00  1.00    2.00 2.00  1.00    2.00 2.37  0.63    2.00 3.00  1.00
Final Sat.:           2750 2750  1375    2750 2750  1375    2750 3264  861    2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.16  0.16    0.18 0.30  0.12    0.12 0.50  0.50    0.09 0.11  0.29
Crit Vol:             102          411          691          117
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: SEPULVEDA BLVD. CENTURY BLVD.

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	0	0	4	0	1	0	0	0	0	0	1	1	0	0	2

Volume Module:

Base Vol:	0	4239	0	0	3244	43	0	0	0	528	76	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4239	0	0	3244	43	0	0	0	528	76	256
Added Vol:	0	0	0	0	0	0	0	0	0	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4239	0	0	3244	43	0	0	0	530	76	257
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4239	0	0	3244	43	0	0	0	530	76	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4239	0	0	3244	43	0	0	0	530	76	257
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	4239	0	0	3244	43	0	0	0	583	76	283

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	1.77	0.23	2.00
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	2654	346	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.71	0.00	0.00	0.54	0.03	0.00	0.00	0.00	0.22	0.22	0.09
Crit Vol:		1060		0				0		330		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.729
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Permitted      Protected
Rights:                Ovl              Ovl              Include         Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              503  0  194      0  0  0          0 1965  484  189  640  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:           503  0  194      0  0  0          0 1965  484  189  640  0
Added Vol:              3  0  0          0  0  0          0  3  3  0  2  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           506  0  194      0  0  0          0 1968  487  189  642  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:            506  0  194      0  0  0          0 1968  487  189  642  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           506  0  194      0  0  0          0 1968  487  189  642  0
PCE Adj:               1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            557  0  213      0  0  0          0 1968  536  208  642  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425  1425 1425 1425  1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00  0.00 0.00 0.00  0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:            2850  0 2850      0  0  0          0 4275  1425 2850 2850  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.20 0.00 0.07  0.00 0.00 0.00  0.00 0.46 0.38 0.07 0.23 0.00
Crit Vol:              278          0          656          104
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	1	0	2	0	1	1	0	0	0	1	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	804	29	409	1207	5	1	0	5	0	0	404
Growth Adj:	1.00	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	804	29	409	1207	5	1	0	5	0	0	404
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	804	29	412	1207	5	1	0	5	0	0	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	804	29	412	1207	5	1	0	5	0	0	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	29	412	1207	5	1	0	5	0	0	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	804	29	453	1207	5	1	0	5	0	0	444

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	2.00	1.99	0.01	0.17	0.00	0.83	0.00	0.00	2.00
Final Sat.:	0	2654	96	2750	2739	11	229	0	1146	0	0	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.16	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.16
Crit Vol:		417		227					6		0	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound       South Bound       East Bound       West Bound
Movement:             L - T - R       L - T - R       L - T - R       L - T - R
-----|-----|-----|-----|-----|
Control:              Protected       Protected       Protected       Protected
Rights:               Include        Include         Include         Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                1  0  1  0  1   1  0  1  0  1   2  0  4  0  1   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             87  12  106    49  3  104    214 1550    28   24 1274    86
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00  1.00 1.00  1.00
Initial Bse:          87  12  106    49  3  104    214 1550    28   24 1274    86
Added Vol:            3  0  14     0  0  0     0  0  0     8  0  0
PasserByVol:          0  0  0     0  0  0     0  0  0     0  0  0
Initial Fut:          90  12  120    49  3  104    214 1550    28   32 1274    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:           90  12  120    49  3  104    214 1550    28   32 1274    86
Reduct Vol:           0  0  0     0  0  0     0  0  0     0  0  0
Reduced Vol:          90  12  120    49  3  104    214 1550    28   32 1274    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    1.10 1.00    1.00  1.00 1.00  1.00
Final Vol.:           90  12  120    49  3  104    235 1550    28   32 1274    86
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375    1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00    1.00 1.00  1.00    2.00 4.00    1.00  1.00 3.75  0.25
Final Sat.:           1375 1375  1375    1375 1375  1375    2750 5500    1375  1375 5152  348
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01  0.09    0.04 0.00  0.08    0.09 0.28    0.02  0.02 0.25  0.25
Crit Vol:             90          104  118          340
Crit Moves:          ****          ****  ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 79 Level Of Service: C

Street Name: AVIATION 104th

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	70	1167	35	18	1216	7	6	43	163	82	29	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1167	35	18	1216	7	6	43	163	82	29	33
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1173	35	18	1223	7	6	43	163	82	29	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1173	35	18	1223	7	6	43	163	82	29	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1173	35	18	1223	7	6	43	163	82	29	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1173	35	18	1223	7	6	43	163	82	29	33

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.03	0.20	0.77	1.00	0.47	0.53
Final Sat.:	1375	2670	80	1375	2734	16	39	279	1057	1375	643	732

Capacity Analysis Module:

Vol/Sat:	0.05	0.44	0.44	0.01	0.45	0.45	0.15	0.15	0.15	0.06	0.05	0.05
Crit Vol:	70			615			212			82		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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Scenario Report

Scenario: B+P 2025-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 740 656 114 72 351 174 102 1042 282 97 2130 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 740 656 114 72 351 174 102 1042 282 97 2130 190
 Added Vol: 6 0 0 0 0 2 3 51 13 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 746 656 114 72 351 176 105 1093 295 97 2130 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: 746 656 114 72 351 176 105 1093 295 97 2130 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 746 656 114 72 351 176 105 1093 295 97 2130 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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 821 656 114 79 351 176 105 1093 295 97 2130 190
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.70 0.30 2.00 2.00 1.00 1.00 3.15 0.85 1.00 3.67 0.33
 Final Sat.: 2750 2343 407 2750 2750 1375 1375 4331 1169 1375 5050 450
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.30 0.28 0.28 0.03 0.13 0.13 0.08 0.25 0.25 0.07 0.42 0.42
 Crit Vol: 410 176 105 580
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.737
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        87          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             275  700  122  227  289  208  116  299  73  188  1176  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:          275  700  122  227  289  208  116  299  73  188  1176  593
Added Vol:            0  0  0          11  2  0          0  0  0          0  0  0  6
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:          275  700  122  238  291  208  116  299  73  188  1176  599
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           275  700  122  238  291  208  116  299  73  188  1176  599
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          275  700  122  238  291  208  116  299  73  188  1176  599
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           303  700  122  262  291  229  128  299  73  207  1176  599
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.68  1.32  2.00  2.41  0.59  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2309  1816  2750  3316  809  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11  0.25  0.09  0.10  0.13  0.13  0.05  0.09  0.09  0.08  0.29  0.44
Crit Vol:              350          0          64          599
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: SEPULVEDA BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 1 0 0 2
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 4671 0 0 2381 38 0 0 0 383 77 457
 Growth Adj: 1.00 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 4671 0 0 2381 38 0 0 0 383 77 457
 Added Vol: 0 0 0 0 0 0 0 0 0 23 0 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 4671 0 0 2381 38 0 0 0 406 77 463
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 4671 0 0 2381 38 0 0 0 406 77 463
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 4671 0 0 2381 38 0 0 0 406 77 463
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 4671 0 0 2381 38 0 0 0 447 77 509
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
 Final Sat.: 0 6000 1500 0 6000 1500 0 0 0 2559 441 3000
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.78 0.00 0.00 0.40 0.03 0.00 0.00 0.00 0.17 0.17 0.17
 Crit Vol: 1168 0 262
 Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.918
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted         Protected
Rights:               Ovl             Ovl             Include           Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                2  0  0  0  2   0  0  0  0  0   0  0  2  1  1   2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             911  0  335  0  0  0  0  375  357  125 1227  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
Initial Bse:           911  0  335  0  0  0  0  375  357  125 1227  0
Added Vol:             3  0  0  0  0  0  0  8  3  0  2  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           914  0  335  0  0  0  0  383  360  125 1229  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
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:            914  0  335  0  0  0  0  383  360  125 1229  0
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           914  0  335  0  0  0  0  383  360  125 1229  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
MLF Adj:               1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            1005  0  369  0  0  0  0  383  396  138 1229  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850  0  0  0  0 2850 2850 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.35 0.00 0.13 0.00 0.00 0.00 0.00 0.13 0.14 0.05 0.43 0.00
Crit Vol:              503  0  0  0  0  0  192  615
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	1	0	2	0	1	1	0	0	0	1	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	829	55	407	593	19	0	0	0	0	0	109
Growth Adj:	1.00	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	829	55	407	593	19	0	0	0	0	0	109
Added Vol:	0	0	0	24	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	829	55	431	593	19	0	0	0	0	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	829	55	431	593	19	0	0	0	0	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	55	431	593	19	0	0	0	0	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	829	55	474	593	19	0	0	0	0	0	120

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	2.00	1.94	0.06	0.00	1.00	0.00	0.00	0.00	2.00
Final Sat.:	0	2579	171	2750	2665	85	0	1375	0	0	0	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.17	0.22	0.22	0.00	0.00	0.00	0.00	0.00	0.04
Crit Vol:		442		237				0			0	
Crit Moves:		****		****							****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.536
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound       South Bound       East Bound       West Bound
Movement:             L - T - R       L - T - R       L - T - R       L - T - R
-----|-----|-----|-----|-----|
Control:              Protected       Protected       Protected       Protected
Rights:               Include        Include         Include         Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                1  0  1  0  1   1  0  1  0  1   2  0  4  0  1   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36   8   42   25   5   56   214 1393   69   61 1811   130
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          36   8   42   25   5   56   214 1393   69   61 1811   130
Added Vol:            29   0   67   0   0   0     0   0   0     8   0   0
PasserByVol:         0   0   0     0   0   0     0   0   0     0   0   0
Initial Fut:         65   8  109   25   5   56   214 1393   69   69 1811   130
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          65   8  109   25   5   56   214 1393   69   69 1811   130
Reduct Vol:          0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:         65   8  109   25   5   56   214 1393   69   69 1811   130
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:          65   8  109   25   5   56   235 1393   69   69 1811   130
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 3.73 0.27
Final Sat.:          1375 1375 1375 1375 1375 1375 2750 5500 1375 1375 5132 368
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.05 0.01 0.08 0.02 0.00 0.04 0.09 0.25 0.05 0.05 0.35 0.35
Crit Vol:            109   25          118          485
Crit Moves:          ****  ****          ****          ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702

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

Optimal Cycle: 77 Level Of Service: C

Street Name: AVIATION 104th

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

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

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 105 1308 93 23 784 16 5 16 83 41 78 57

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

Initial Bse: 105 1308 93 23 784 16 5 16 83 41 78 57

Added Vol: 0 6 0 0 13 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 105 1314 93 23 797 16 5 16 83 41 78 57

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

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

PHF Volume: 105 1314 93 23 797 16 5 16 83 41 78 57

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

Reduced Vol: 105 1314 93 23 797 16 5 16 83 41 78 57

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 105 1314 93 23 797 16 5 16 83 41 78 57

-----|-----|-----|-----|

Saturation Flow Module:

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

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

Lanes: 1.00 1.87 0.13 1.00 1.96 0.04 0.05 0.15 0.80 1.00 0.58 0.42

Final Sat.: 1375 2568 182 1375 2696 54 66 212 1097 1375 794 581

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.08 0.51 0.51 0.02 0.30 0.30 0.08 0.08 0.08 0.03 0.10 0.10

Crit Vol: 703 23 104 135

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

UAL East Aircraft Maintenance and GSE Project EIR

Scenario Report

Scenario: B+P 2025-PM Peak

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

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Study Area Intersection Capacity Analysis

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 UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: AVIATION BLVD. CENTURY BLVD.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 3 1 0 1 0 3 1 0
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 403 619 169 112 626 124 131 2283 492 130 1018 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 403 619 169 112 626 124 131 2283 492 130 1018 135
 Added Vol: 6 0 0 0 0 2 2 5 7 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 409 619 169 112 626 126 133 2288 499 130 1018 135
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 409 619 169 112 626 126 133 2288 499 130 1018 135
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 409 619 169 112 626 126 133 2288 499 130 1018 135
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 450 619 169 123 626 126 133 2288 499 130 1018 135
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.57 0.43 2.00 2.00 1.00 1.00 3.28 0.72 1.00 3.53 0.47
 Final Sat.: 2750 2160 590 2750 2750 1375 1375 4515 985 1375 4856 644
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.16 0.29 0.29 0.04 0.23 0.09 0.10 0.51 0.51 0.09 0.21 0.21
 Crit Vol: 225 313 697 130
 Crit Moves: **** **** **** ****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961

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

Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	186	451	223	451	822	144	288	1641	433	213	460	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	451	223	451	822	144	288	1641	433	213	460	399
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	451	223	457	822	144	288	1641	433	213	460	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	451	223	457	822	144	288	1641	433	213	460	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	451	223	457	822	144	288	1641	433	213	460	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	205	451	223	503	822	158	317	1641	433	234	460	405

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.37	0.63	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3264	861	2750	4125	1375

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.16	0.18	0.30	0.12	0.12	0.50	0.50	0.09	0.11	0.29
Crit Vol:	102			411			691			117		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: SEPULVEDA BLVD. CENTURY BLVD.

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	0	0	4	0	1	0	0	0	0	0	1	1	0	0	2

Volume Module:

Base Vol:	0	4239	0	0	3244	43	0	0	0	528	76	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4239	0	0	3244	43	0	0	0	528	76	256
Added Vol:	0	0	0	0	0	0	0	0	0	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4239	0	0	3244	43	0	0	0	530	76	257
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4239	0	0	3244	43	0	0	0	530	76	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4239	0	0	3244	43	0	0	0	530	76	257
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	4239	0	0	3244	43	0	0	0	583	76	283

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	1.77	0.23	2.00
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	2654	346	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.71	0.00	0.00	0.54	0.03	0.00	0.00	0.00	0.22	0.22	0.09
Crit Vol:		1060			0			0		330		
Crit Moves:		****			****					****		

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Study Area Intersection Capacity Analysis

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UAL East Aircraft Maintenance and GSE Project EIR

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.729
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              503  0  194          0  0  0          0 1965  484  189  640  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:           503  0  194          0  0  0          0 1965  484  189  640  0
Added Vol:              3  0  0          0  0  0          0  3  3  0  2  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           506  0  194          0  0  0          0 1968  487  189  642  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:            506  0  194          0  0  0          0 1968  487  189  642  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           506  0  194          0  0  0          0 1968  487  189  642  0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            557  0  213          0  0  0          0 1968  536  208  642  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00          0.00 0.00 0.00          0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:            2850  0 2850          0  0  0          0 4275  1425 2850 2850  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.20 0.00 0.07          0.00 0.00 0.00          0.00 0.46 0.38 0.07 0.23 0.00
Crit Vol:              278          0          656          104
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	2	0	1	1	0	0	0	1!	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	804	29	409	1207	5	1	0	5	0	0	404
Growth Adj:	1.00	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	804	29	409	1207	5	1	0	5	0	0	404
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	804	29	412	1207	5	1	0	5	0	0	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	804	29	412	1207	5	1	0	5	0	0	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	29	412	1207	5	1	0	5	0	0	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	804	29	453	1207	5	1	0	5	0	0	444

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	2.00	1.99	0.01	0.17	0.00	0.83	0.00	0.00	2.00
Final Sat.:	0	2654	96	2750	2739	11	229	0	1146	0	0	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.16	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.16
Crit Vol:		417		227					6		0	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1001 AVION DR. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          AVION DR.          CENTURY BLVD.
Approach:             North Bound       South Bound       East Bound       West Bound
Movement:             L - T - R       L - T - R       L - T - R       L - T - R
-----|-----|-----|-----|-----|
Control:              Protected       Protected       Protected       Protected
Rights:               Include        Include         Include         Include
Min. Green:           0  0  0         0  0  0         0  0  0         0  0  0
Lanes:                1  0  1  0  1   1  0  1  0  1   2  0  4  0  1   1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             87  12  111    49  3  104    214 1550    28   24 1274    86
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00  1.00 1.00  1.00
Initial Bse:          87  12  111    49  3  104    214 1550    28   24 1274    86
Added Vol:            3  0  14     0  0  0         0  0  0         8  0  0
PasserByVol:         0  0  0         0  0  0         0  0  0         0  0  0
Initial Fut:         90  12  125    49  3  104    214 1550    28   32 1274    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:           90  12  125    49  3  104    214 1550    28   32 1274    86
Reduct Vol:           0  0  0         0  0  0         0  0  0         0  0  0
Reduced Vol:         90  12  125    49  3  104    214 1550    28   32 1274    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    1.10 1.00    1.00  1.00 1.00  1.00
Final Vol.:          90  12  125    49  3  104    235 1550    28   32 1274    86
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375    1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00    1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00    1.00 1.00  1.00    2.00 4.00    1.00  1.00 3.75  0.25
Final Sat.:          1375 1375  1375    1375 1375  1375    2750 5500    1375  1375 5152  348
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.01  0.09    0.04 0.00  0.08    0.09 0.28    0.02  0.02 0.25  0.25
Crit Vol:             90          104  118          340
Crit Moves:          ****          ****  ****          ****
*****

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UAL East Aircraft Maintenance and GSE Project EIR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1002 AVIATION BLVD. @104th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: C

Street Name:	AVIATION				104th										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	70	1167	35	18	1226	7	6	43	168	82	29	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1167	35	18	1226	7	6	43	168	82	29	33
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1173	35	18	1233	7	6	43	168	82	29	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1173	35	18	1233	7	6	43	168	82	29	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1173	35	18	1233	7	6	43	168	82	29	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1173	35	18	1233	7	6	43	168	82	29	33

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.03	0.20	0.77	1.00	0.47	0.53
Final Sat.:	1375	2670	80	1375	2734	16	38	272	1065	1375	643	732

Capacity Analysis Module:

Vol/Sat:	0.05	0.44	0.44	0.01	0.45	0.45	0.16	0.16	0.16	0.06	0.05	0.05
Crit Vol:	70			620			217	82				
Crit Moves:	****			****			****	****				

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Appendix D.2-4
UAL EAST AIRCRAFT MAINTENANCE AND GSE
PROJECT

Operational Vehicle Routes and Distributions

June 2018

Prepared for:

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

Prepared by:

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

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1. OPERATIONAL VEHICLE DISTRIBUTIONS

This appendix provides vehicle distribution of operational trips expected to be using the study area roadways. A description of each vehicle route is provided as well as the percentage of vehicles assumed to be distributed on each route by the type of vehicle.

Operational Vehicle Routes and Distributions

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Table 1

LAX UAL East Aircraft Maintenance and GSE Project – Existing West Maintenance Facility Vehicle Routes (Employees)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Facility			
I-405 South	West Maintenance Facility ⁴	I-405 NB to I-105 WB to Imperial Hwy WB to Pershing Dr. NB to World Way West	23%
I-405 North	West Maintenance Facility ⁴	I-405 SB to Howard Hughes Pkwy WB to S. Sepulveda SB to Westchester Pkwy WB to Pershing Dr. SB to World Way West	21%
I-105 East	West Maintenance Facility ⁴	I-105 WB to Imperial Hwy WB to Pershing Dr. NB to World Way West	32%
North Sepulveda ³	West Maintenance Facility ⁴	Sepulveda SB to Westchester Pkwy WB to Pershing Dr. SB to World Way West	6%
South Sepulveda	West Maintenance Facility ⁴	Sepulveda NB to Imperial Hwy WB to Pershing Dr. NB to World Way West	5%
East Century	West Maintenance Facility ⁴	Century WB to S. Sepulveda SB to Imperial WB to Pershing Dr. NB to World Way West	3%
North La Cienega	West Maintenance Facility ⁴	La Cienega SB to Imperial WB to Pershing Dr. NB to World Way West	1%
South La Cienega	West Maintenance Facility ⁴	La Cienega NB to Imperial Hwy WB to Pershing Dr. NB to World Way West	0.1%
East Imperial	West Maintenance Facility ⁴	Imperial WB to Pershing Dr. NB to World Way West	5%
West Imperial	West Maintenance Facility ⁴	Imperial EB to Pershing Dr. NB to World Way West	0.03%
South Main	West Maintenance Facility ⁴	Main NB to W. Imperial WB to Pershing Dr. NB to World Way West	0.1%
South Nash	West Maintenance Facility ⁴	Nash NB to W. Imperial WB to Pershing Dr. NB to World Way West	0.3%
South Douglas	West Maintenance Facility ⁴	Douglas NB to W. Imperial WB to Pershing Dr. NB to World Way West	0.3%
North Aviation	West Maintenance Facility ⁴	Aviation SB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB to World Way West	1%
South Aviation	West Maintenance Facility ⁴	Aviation NB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB to World Way West	2%
East Lennox	West Maintenance Facility ⁴	Lennox WB to La Cienega SB to Imperial Hwy WB to Pershing Dr. NB to World Way West	0.1%
Employees Exiting the Facility			
West Maintenance Facility ⁴	I-405 South	World Way West to Pershing Dr. SB to Imperial Hwy EB to I-105 EB to I-405 SB	23%
West Maintenance Facility ⁴	I-405 North	World Way West to Pershing Dr. NB to Westchester Pkwy EB to Sepulveda NB to Howard Hughes EB to I-405 NB	21%
West Maintenance Facility ⁴	I-105 East	World Way West to Pershing Dr. SB to Imperial EB to I-105 EB	16%
West Maintenance Facility ⁴	North Sepulveda ³	World Way West to Pershing Dr. NB to Westchester Pkwy EB to Sepulveda NB	6%
West Maintenance Facility ⁴	South Sepulveda	World Way West to Pershing Dr. NB to Westchester Pkwy EB to Lincoln EB to Sepulveda SB	5%
West Maintenance Facility ⁴	East Century	World Way West to Pershing Dr. SB to Imperial EB to Sepulveda Blvd NB to Century EB	3%
West Maintenance Facility ⁴	North La Cienega	World Way West to Pershing Dr. NB to Westchester Pkwy EB to La Tijera Blvd NB to La Cienega NB	1%
West Maintenance Facility ⁴	South La Cienega	World Way West to Pershing Dr. SB to Imperial Hwy EB to La Cienega SB	0.1%
West Maintenance Facility ⁴	East Imperial	World Way West to Pershing Dr. SB to Imperial EB	5%
West Maintenance Facility ⁴	West Imperial	World Way West to Pershing Dr. SB to Imperial WB	0.03%
West Maintenance Facility ⁴	South Main	World Way West to Pershing Dr. SB to Imperial EB to Main SB	0.1%
West Maintenance Facility ⁴	South Nash	World Way West to Pershing Dr. SB to Imperial EB to Nash SB	0.3%
West Maintenance Facility ⁴	South Douglas	World Way West to Pershing Dr. SB to Imperial EB to Douglas SB	0.3%
West Maintenance Facility ⁴	North Aviation	World Way West to Pershing Dr. SB to Imperial EB to Aviation NB	1%
West Maintenance Facility ⁴	South Aviation	World Way West to Pershing Dr. SB to Imperial EB to Aviation SB	2%
West Maintenance Facility ⁴	East Lennox	World Way West to Pershing Dr. SB to Imperial EB to La Cienega NB to Lennox EB	0.1%

Operational Vehicle Routes and Distributions

Table 1

LAX UAL East Aircraft Maintenance and GSE Project – Existing West Maintenance Facility Vehicle Routes (Employees)

From	To	Route ¹	Percentage of Trips ²
-------------	-----------	---------------------------	---

1/ Approach routes provided by LAWA Ground Transportation Planning Section.

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

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

4/ The existing West Maintenance Facility is located south of World Way West.

Sources: LAWA, CDM Smith and Ricondo & Associates, Inc., June 2018.

Table 2

LAX UAL East Aircraft Maintenance and GSE Project – Existing West Maintenance Facility Vehicle Routes (Delivery Trucks)

From	To	Route ¹	Percentage of Trips ²
Delivery Trucks Entering the Facility			
I-405 South	West Maintenance Facility ⁴	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to World Way West	30%
I-405 North	West Maintenance Facility ⁴	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB to World Way West	28%
I-105 East	West Maintenance Facility ⁴	I-105 WB to Imperial WB to Pershing Dr. NB to World Way West	42%
Delivery Trucks Exiting the Facility			
West Maintenance Facility ⁴	I-405 South	World Way West to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
West Maintenance Facility ⁴	I-405 North	World Way West to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 NB	28%
West Maintenance Facility ⁴	I-105 East	World Way West to Pershing Dr. SB to Imperial EB to I-105 EB	42%

1/ Approach routes provided by LAWA Ground Transportation Planning Section.

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

3/ The existing West Maintenance Facility is located south of World Way West.

Sources: LAWA, CDM Smith and Ricondo & Associates, Inc., June 2018.

Operational Vehicle Routes and Distributions

Table 3

LAX UAL East Aircraft Maintenance and GSE Project – East Aircraft Maintenance and GSE Facility Vehicle Routes (Employees)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Facility			
I-405 South	East Aircraft Maint. and GSE ⁴	I-405 NB to I-105 WB to Sepulveda NB to Century EB	23%
I-405 North	East Aircraft Maint. and GSE ⁴	I-405 SB to Howard Hughes WB to Sepulveda SB to Century EB	21%
I-105 East	East Aircraft Maint. and GSE ⁴	I-105 WB to Sepulveda NB to Century EB	16%
I-105 East	East Aircraft Maint. and GSE ⁴	I-105 WB to Imperial WB to Aviation NB to Century WB	16%
North Sepulveda ³	East Aircraft Maint. and GSE ⁴	Sepulveda SB to Century EB	6%
South Sepulveda	East Aircraft Maint. and GSE ⁴	Sepulveda NB to Century EB	5%
East Century	East Aircraft Maint. and GSE ⁴	Century WB	3%
North La Cienega	East Aircraft Maint. and GSE ⁴	La Cienega SB to Century WB	1%
South La Cienega	East Aircraft Maint. and GSE ⁴	La Cienega NB to Century WB	0.1%
East Imperial	East Aircraft Maint. and GSE ⁴	Imperial WB to Aviation NB to Century WB	5%
West Imperial	East Aircraft Maint. and GSE ⁴	Imperial EB to Sepulveda NB to Century EB	0.03%
South Main	East Aircraft Maint. and GSE ⁴	South Main NB to Imperial EB to Sepulveda NB to Century EB	0.1%
South Nash	East Aircraft Maint. and GSE ⁴	South Nash NB to Imperial WB to Sepulveda NB to Century EB	0.3%
South Douglas	East Aircraft Maint. and GSE ⁴	South Douglas NB to Imperial WB to Sepulveda NB to Century EB	0.3%
North Aviation	East Aircraft Maint. and GSE ⁴	Aviation SB to Century WB	1%
South Aviation	East Aircraft Maint. and GSE ⁴	Aviation NB to Century WB	2%
East Lennox	East Aircraft Maint. and GSE ⁴	Lennox WB to La Cienega NB to Century WB	0.1%
Employees Exiting the Facility			
East Aircraft Maint. and GSE ⁴	I-405 South	Century EB to La Cienega SB to I-405 SB Ramp	23%
East Aircraft Maint. and GSE ⁴	I-405 North	Century EB to I-405 NB Ramp	21%
East Aircraft Maint. and GSE ⁴	I-105 East	Century WB to Sepulveda SB to I-105 EB Ramp	16%
East Aircraft Maint. and GSE ⁴	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	16%
East Aircraft Maint. and GSE ⁴	North Sepulveda ³	Century WB to Sepulveda NB	6%
East Aircraft Maint. and GSE ⁴	South Sepulveda	Century WB to Sepulveda SB	5%
East Aircraft Maint. and GSE ⁴	East Century	Century EB	3%
East Aircraft Maint. and GSE ⁴	North La Cienega	Century EB to La Cienega NB	1%
East Aircraft Maint. and GSE ⁴	South La Cienega	Century EB to La Cienega SB	0.1%
East Aircraft Maint. and GSE ⁴	East Imperial	Century EB to Aviation SB to Imperial EB	5%
East Aircraft Maint. and GSE ⁴	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
East Aircraft Maint. and GSE ⁴	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
East Aircraft Maint. and GSE ⁴	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
East Aircraft Maint. and GSE ⁴	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
East Aircraft Maint. and GSE ⁴	North Aviation	Century EB to Aviation NB	1%
East Aircraft Maint. and GSE ⁴	South Aviation	Century EB to Aviation SB	2%
East Aircraft Maint. and GSE ⁴	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%

Table 3

LAX UAL East Aircraft Maintenance and GSE Project – East Aircraft Maintenance and GSE Facility Vehicle Routes (Employees)

From	To	Route ¹	Percentage of Trips ²
1/ Approach routes provided by LAWA Ground Transportation Planning Section.			
2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).			
3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.			
4/ The new East Aircraft Maintenance and GSE Facility will be located along Century Boulevard.			
Sources: LAWA, CDM Smith and Ricondo & Associates, Inc., June 2018.			

Operational Vehicle Routes and Distributions

Table 4

LAX UAL East Aircraft Maintenance and GSE Project – East Aircraft Maintenance and GSE Facility Vehicle Routes (Delivery Trucks)

From	To	Route ¹	Percentage of Trips ²
Delivery Trucks Entering the Site			
I-405 South	East Aircraft Maint. and GSE ³	I-405 NB to Imperial WB to Aviation NB to Century WB	30%
I-405 North	East Aircraft Maint. and GSE ³	I-405 SB to Manchester WB to Aviation SB to Century WB	28%
I-105 East	East Aircraft Maint. and GSE ³	I-105 WB to Imperial WB to Aviation NB to Century WB	42%
Delivery Trucks Exiting the Site			
East Aircraft Maint. and GSE ³	I-405 South	Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB ramp	30%
East Aircraft Maint. and GSE ³	I-405 North	Century EB to Aviation NB to Manchester EB to I-405 NB ramp	28%
East Aircraft Maint. and GSE ³	I-105 East	Century EB to Aviation SB to Imperial EB I-105 EB ramp	42%

1/ Approach routes provided by LAWA Ground Transportation Planning Section.

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

3/ The new East Aircraft Maintenance and GSE Facility will be located along Century Boulevard.

Sources: LAWA, CDM Smith and Ricondo & Associates, Inc., June 2018.