Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	9	10	12	10	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.82	1.00	1.00	*0.75	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	2908	1615	1685	2660	1615	1624	4793		1685	3369	1615
Flt Permitted	0.13	1.00	1.00	0.13	1.00	1.00	0.13	1.00		0.13	1.00	1.00
Satd. Flow (perm)	228	2908	1615	228	2660	1615	229	4793		237	3369	1615
Volume (vph)	181	1289	143	157	1386	123	128	1339	95	124	1136	116
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	183	1302	144	159	1400	124	129	1353	96	125	1147	117
RTOR Reduction (vph)	0	0	80	0	0	58	0	9	0	0	0	32
Lane Group Flow (vph)	183	1302	64	159	1400	66	129	1440	0	125	1147	85
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases	6		6	2		2	8			4		4
Actuated Green, G (s)	37.2	30.2	30.2	37.2	30.2	30.2	36.0	29.0		36.0	29.0	36.0
Effective Green, g (s)	37.6	31.1	31.1	37.6	31.1	31.1	36.4	29.9		36.4	29.9	36.4
Actuated g/C Ratio	0.42	0.35	0.35	0.42	0.35	0.35	0.40	0.33		0.40	0.33	0.40
Clearance Time (s)	3.5	4.9	4.9	3.5	4.9	4.9	3.5	4.9		3.5	4.9	3.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	200	1005	558	200	919	558	193	1592		200	1119	725
v/s Ratio Prot	c0.07	0.45		0.06	c0.53		c0.05	0.30		0.05	c0.34	0.01
v/s Ratio Perm	0.32		0.04	0.27		0.04	0.22			0.21		0.04
v/c Ratio	0.92	1.30	0.11	0.80	1.52	0.12	0.67	0.90		0.62	1.03	0.12
Uniform Delay, d1	43.5	29.4	20.1	42.8	29.4	20.1	21.5	28.7		20.2	30.1	16.8
Progression Factor	1.67	1.42	2.82	1.38	1.26	1.90	1.93	1.65		1.14	1.11	1.12
Incremental Delay, d2	28.1	137.4	0.2	2.0	236.0	0.0	5.8	5.4		3.1	26.0	0.0
Delay (s)	100.8	179.1	56.8	60.9	273.1	38.2	47.2	52.7		26.2	59.2	18.8
Level of Service	F	F	E	E	F	D	D	D		C	E	B
Approach Delay (s)		159.5			235.8			52.2			52.8	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	129.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	14	12	10	12	12	12	10	12	12	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	*0.98	1.00	1.00	*0.85	1.00		0.91			0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1685	1986	1615	1685	1615	1615		4783			4770	
Flt Permitted	0.10	1.00	1.00	0.10	1.00	1.00		1.00			1.00	
Satd. Flow (perm)	173	1986	1615	173	1615	1615		4783			4770	
Volume (vph)	105	1009	50	114	1191	77	0	1195	105	0	1082	118
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	108	1040	52	118	1228	79	0	1232	108	0	1115	122
RTOR Reduction (vph)	0	0	22	0	0	15	0	11	0	0	15	0
Lane Group Flow (vph)	108	1040	30	118	1228	64	0	1329	0	0	1222	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	40.2	40.2	40.2	40.2	40.2	40.2		40.1			40.1	
Effective Green, g (s)	41.0	41.0	41.0	41.0	41.0	41.0		41.0			41.0	
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46	0.46		0.46			0.46	
Clearance Time (s)	4.8	4.8	4.8	4.8	4.8	4.8		4.9			4.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	79	905	736	79	736	736		2179			2173	
v/s Ratio Prot		0.52			c0.76			c0.28			0.26	
v/s Ratio Perm	0.62		0.02	0.68		0.04						
v/c Ratio	1.37	1.15	0.04	1.49	1.67	0.09		0.61			0.56	
Uniform Delay, d1	24.5	24.5	13.6	24.5	24.5	13.9		18.5			17.9	
Progression Factor	1.75	1.74	3.14	1.00	1.00	1.00		1.00			0.67	
Incremental Delay, d2	172.5	68.5	0.0	277.4	306.8	0.2		1.3			0.7	
Delay (s)	215.5	111.1	42.7	301.9	331.3	14.1		19.7			12.8	
Level of Service	F	F	D	F	F	B		B			B	
Approach Delay (s)		117.6			311.3			19.7			12.8	
Approach LOS		F			F			B			B	

Intersection Summary

HCM Average Control Delay	120.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

YEAR 2012 “OPENING DAY” WITH PROJECT ALTERNATIVE A CONDITIONS

AM PEAK HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	10	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3593		1685	3610	1685	1615
Flt Permitted	1.00		0.21	1.00	0.95	1.00
Satd. Flow (perm)	3593		378	3610	1685	1615
Volume (vph)	1069	34	64	1545	116	48
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1175	37	70	1698	127	53
RTOR Reduction (vph)	1	0	0	0	0	47
Lane Group Flow (vph)	1211	0	70	1698	127	6
Turn Type			Perm			Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Actuated Green, G (s)	72.0		72.0	72.0	10.0	10.0
Effective Green, g (s)	72.0		72.0	72.0	10.0	10.0
Actuated g/C Ratio	0.80		0.80	0.80	0.11	0.11
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2874		302	2888	187	179
v/s Ratio Prot	0.34			c0.47	c0.08	
v/s Ratio Perm			0.19			0.00
v/c Ratio	0.42		0.23	0.59	0.68	0.03
Uniform Delay, d1	2.7		2.2	3.4	38.5	35.7
Progression Factor	1.00		2.84	3.30	1.00	1.00
Incremental Delay, d2	0.5		0.2	0.1	9.4	0.1
Delay (s)	3.2		6.4	11.3	47.9	35.8
Level of Service	A		A	B	D	D
Approach Delay (s)	3.2			11.1	44.3	
Approach LOS	A			B	D	

Intersection Summary

HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width	10	12	12	10	12	12	9	10	12	9	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1419	2528	1360	1419	2784	1360	1368	2779		1368	2792	
Flt Permitted	0.14	1.00	1.00	0.13	1.00	1.00	0.19	1.00		0.25	1.00	
Satd. Flow (perm)	205	2528	1360	196	2784	1360	278	2779		365	2792	
Volume (vph)	92	1169	96	146	1379	100	209	617	99	100	597	71
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	95	1205	99	151	1422	103	215	636	102	103	615	73
RTOR Reduction (vph)	0	0	58	0	0	55	0	13	0	0	10	0
Lane Group Flow (vph)	95	1205	41	151	1422	48	215	725	0	103	678	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	33.0	28.2	28.2	35.4	29.4	29.4	41.5	29.8		34.1	26.1	
Effective Green, g (s)	34.0	29.2	29.2	36.4	30.4	30.4	42.5	30.8		35.1	27.1	
Actuated g/C Ratio	0.38	0.32	0.32	0.40	0.34	0.34	0.47	0.34		0.39	0.30	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	142	820	441	161	940	459	273	951		232	841	
v/s Ratio Prot	0.04	0.48		c0.06	c0.51		c0.10	0.26		0.04	0.24	
v/s Ratio Perm	0.22		0.03	0.32		0.04	c0.27			0.13		
v/c Ratio	0.67	1.47	0.09	0.94	1.51	0.10	0.79	0.76		0.44	0.81	
Uniform Delay, d1	23.4	30.4	21.2	43.9	29.8	20.5	17.0	26.3		18.6	29.0	
Progression Factor	1.22	0.92	0.64	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.8	217.6	0.4	52.2	236.3	0.5	13.9	5.8		1.4	8.2	
Delay (s)	39.5	245.6	13.9	96.1	266.1	20.9	31.0	32.1		20.0	37.2	
Level of Service	D	F	B	F	F	C	C	C		B	D	
Approach Delay (s)		215.2			235.7			31.8			34.9	
Approach LOS		F			F			C			C	

Intersection Summary

HCM Average Control Delay	156.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

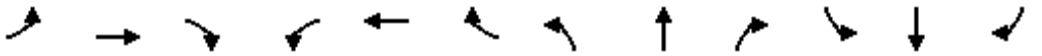
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width	10	11	12	10	11	12	10	10	12	10	13	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1419	2444	1360	1419	2691	1360	1419	2837	1360	1419	3083	
Flt Permitted	0.04	1.00	1.00	0.11	1.00	1.00	0.30	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	63	2444	1360	162	2691	1360	447	2837	1360	609	3083	
Volume (vph)	49	1152	31	61	1644	76	112	377	154	202	447	63
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	1226	33	65	1749	81	119	401	164	215	476	67
RTOR Reduction (vph)	0	0	11	0	0	21	0	0	58	0	8	0
Lane Group Flow (vph)	52	1226	22	65	1749	60	119	401	106	215	535	0
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		8	4		
Actuated Green, G (s)	95.0	95.0	95.0	95.0	95.0	95.0	46.5	46.5	46.5	46.5	46.5	
Effective Green, g (s)	95.5	95.5	95.5	95.5	95.5	95.5	46.5	46.5	46.5	46.5	46.5	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.31	0.31	0.31	0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	40	1556	866	103	1713	866	139	879	422	189	956	
v/s Ratio Prot		0.50			0.65			0.14			0.17	
v/s Ratio Perm	c0.83		0.02	0.40		0.04	0.27		0.08	c0.35		
v/c Ratio	1.30	0.79	0.03	0.63	1.02	0.07	0.86	0.46	0.25	1.14	0.56	
Uniform Delay, d1	27.2	19.9	10.1	16.6	27.2	10.4	48.6	41.6	38.7	51.8	43.2	
Progression Factor	1.00	1.00	1.00	1.55	1.62	1.64	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	243.2	4.1	0.1	15.9	22.1	0.1	45.3	1.7	1.4	107.3	2.4	
Delay (s)	270.5	24.0	10.1	41.5	66.4	17.1	93.9	43.3	40.1	159.1	45.6	
Level of Service	F	C	B	D	E	B	F	D	D	F	D	
Approach Delay (s)		33.4			63.4			51.4			77.8	
Approach LOS		C			E			D			E	

Intersection Summary

HCM Average Control Delay	55.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	10	10	12	10	11	12	12	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95	1.00	0.86	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1685	4353	1615	1685	4628	1615	1685	3490	1615	3105	2957	1615
Flt Permitted	0.07	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	122	4353	1615	1685	4628	1615	1685	3490	1615	3105	2957	1615
Volume (vph)	48	1768	63	65	1686	995	130	287	148	1379	272	42
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	51	1881	67	69	1794	1059	138	305	157	1467	289	45
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	2	0	0	24
Lane Group Flow (vph)	51	1881	45	69	1794	1059	138	305	155	978	778	21
Turn Type	Perm		Perm	Prot		Free	Split		pm+ov	Split		Perm
Protected Phases		6		5	2		3	3	5	4	4	
Permitted Phases	6		6			Free			3			4
Actuated Green, G (s)	57.2	57.2	57.2	9.6	70.8	150.0	14.0	14.0	23.6	50.2	50.2	50.2
Effective Green, g (s)	58.2	58.2	58.2	9.6	71.8	150.0	15.0	15.0	24.6	51.2	51.2	51.2
Actuated g/C Ratio	0.39	0.39	0.39	0.06	0.48	1.00	0.10	0.10	0.16	0.34	0.34	0.34
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	47	1689	627	108	2215	1615	169	349	265	1060	1009	551
v/s Ratio Prot		c0.43		0.04	c0.39		0.08	c0.09	0.04	c0.32	0.26	
v/s Ratio Perm	0.42		0.03			0.66			0.06			0.01
v/c Ratio	1.09	1.11	0.07	0.64	0.81	0.66	0.82	0.87	0.59	0.92	0.93dl	0.04
Uniform Delay, d1	45.9	45.9	28.9	68.5	33.3	0.0	66.2	66.6	58.0	47.5	44.2	33.0
Progression Factor	1.29	1.29	1.54	1.11	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	140.8	58.2	0.2	3.4	0.9	0.6	25.3	20.7	3.3	12.9	3.7	0.0
Delay (s)	199.8	117.5	44.8	79.5	35.8	0.6	91.4	87.3	61.3	60.4	47.9	33.0
Level of Service	F	F	D	E	D	A	F	F	E	E	D	C
Approach Delay (s)		117.2			24.1			81.4			54.3	
Approach LOS		F			C			F			D	

Intersection Summary

HCM Average Control Delay	61.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	11	11	12	11	13	12	11	13	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.60		0.97	0.81		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00		1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	3915		3385	6625		1745	3472		1745	3569	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1685	3915		3385	6625		1745	3472		1745	3569	
Volume (vph)	98	2947	155	133	2795	89	163	327	281	257	630	255
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	3203	168	145	3038	97	177	355	305	279	685	277
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	0	0	29	0
Lane Group Flow (vph)	107	3368	0	145	3131	0	177	660	0	279	933	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	11.6	72.5		12.0	72.9		16.7	34.0		12.0	29.3	
Effective Green, g (s)	11.6	74.0		12.0	74.4		16.7	36.0		12.0	31.3	
Actuated g/C Ratio	0.08	0.49		0.08	0.50		0.11	0.24		0.08	0.21	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	130	1931		271	3286		194	833		140	745	
v/s Ratio Prot	0.06	c0.86		0.04	c0.47		c0.10	0.19		c0.16	c0.26	
v/s Ratio Perm												
v/c Ratio	0.82	1.74		0.54	0.95		0.91	0.79		1.99	1.25	
Uniform Delay, d1	68.2	38.0		66.3	36.1		65.9	53.5		69.0	59.4	
Progression Factor	1.01	1.14		1.18	1.34		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.0	335.4		0.2	1.0		40.7	7.6		471.3	124.3	
Delay (s)	79.2	378.7		78.7	49.4		106.6	61.1		540.3	183.7	
Level of Service	E	F		E	D		F	E		F	F	
Approach Delay (s)		369.5			50.7			70.7			263.8	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	208.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	10	11	12	10	10	12	10	10	11
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.60		0.97	*0.83		1.00	0.95	1.00	1.00	0.95	0.88
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.86	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.96	1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	3881		3268	5440		1685	3369	1394	1621	3369	2699
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	3268	3881		3268	5440		907	3369	1394	304	3369	2699
Volume (vph)	624	3837	246	83	2602	41	253	662	142	119	170	256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	678	4171	267	90	2828	45	275	720	154	129	185	278
RTOR Reduction (vph)	0	4	0	0	2	0	0	0	0	0	0	8
Lane Group Flow (vph)	678	4434	0	90	2871	0	275	720	154	129	185	270
Confl. Peds. (#/hr)			56			12			90	90		13
Turn Type	Prot			Prot			pm+pt		pm+ov	Perm		pm+ov
Protected Phases	5	2		1	6		3	8	1		4	5
Permitted Phases							8		8	4		4
Actuated Green, G (s)	26.0	91.6		5.0	70.6		37.0	37.0	42.0	28.0	28.0	54.0
Effective Green, g (s)	26.0	93.1		5.0	72.1		39.9	39.9	44.9	30.9	30.9	56.9
Actuated g/C Ratio	0.17	0.62		0.03	0.48		0.27	0.27	0.30	0.21	0.21	0.38
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	6.9	4.0	6.9	6.9	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	566	2409		109	2615		267	896	454	63	694	1096
v/s Ratio Prot	c0.21	c1.14		0.03	0.53		c0.03	0.21	0.01		0.05	0.04
v/s Ratio Perm							0.24		0.10	c0.43		0.06
v/c Ratio	1.20	1.84		0.83	1.10		1.03	0.80	0.34	2.05	0.27	0.25
Uniform Delay, d1	62.0	28.5		72.1	39.0		56.0	51.4	41.0	59.5	50.0	31.9
Progression Factor	0.93	1.17		0.89	0.70		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	90.7	378.4		22.8	47.9		63.0	5.3	0.4	521.9	0.2	0.1
Delay (s)	148.4	411.6		87.3	75.0		119.1	56.7	41.4	581.4	50.2	32.0
Level of Service	F	F		F	E		F	E	D	F	D	C
Approach Delay (s)		376.7			75.4			69.6			157.4	
Approach LOS		F			E			E			F	

Intersection Summary

HCM Average Control Delay	236.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	114.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1700	1700	1700
Lane Width	10	10	12	10	11	12	11	12	14	10	10	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.60	1.00	0.97	*0.83	1.00	1.00	0.91		1.00	0.86	0.86
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.81	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3268	2856	1436	3268	4092	1300	1745	4955		1461	4094	1139
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.43	1.00		0.24	1.00	1.00
Satd. Flow (perm)	3268	2856	1436	3268	4092	1300	787	4955		376	4094	1139
Volume (vph)	462	2124	157	154	2049	120	137	723	140	69	275	147
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	481	2212	164	160	2134	125	143	753	146	72	286	153
RTOR Reduction (vph)	0	0	34	0	0	24	0	20	0	0	0	42
Lane Group Flow (vph)	481	2212	130	160	2134	101	143	879	0	72	286	111
Confl. Peds. (#/hr)			56			112			79	79		15
Turn Type	Prot		Perm	Prot		Perm	pm+pt			Perm		pm+ov
Protected Phases	5	2		1	6		3	8			4	5
Permitted Phases			2			6	8			4	4	4
Actuated Green, G (s)	26.4	82.8	82.8	10.1	66.5	66.5	41.7	41.7		27.7	27.7	54.1
Effective Green, g (s)	26.4	84.3	84.3	10.1	68.0	68.0	43.6	43.6		29.6	29.6	56.0
Actuated g/C Ratio	0.18	0.56	0.56	0.07	0.45	0.45	0.29	0.29		0.20	0.20	0.37
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.9		5.9	5.9	4.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	3.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	575	1605	807	220	1855	589	293	1440		74	808	456
v/s Ratio Prot	0.15	c0.77		0.05	c0.52		0.03	c0.18			0.07	0.04
v/s Ratio Perm			0.09			0.08	0.11			c0.19		0.05
v/c Ratio	0.84	1.38	0.16	0.73	1.15	0.17	0.49	0.61		0.97	0.35	0.24
Uniform Delay, d1	59.7	32.9	15.8	68.6	41.0	24.3	41.3	45.9		59.8	51.9	32.4
Progression Factor	1.17	1.09	1.76	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	170.6	0.0	9.7	74.4	0.6	1.3	0.5		94.5	0.1	0.1
Delay (s)	70.8	206.5	27.9	78.3	115.4	24.9	42.6	46.4		154.3	52.0	32.5
Level of Service	E	F	C	E	F	C	D	D		F	D	C
Approach Delay (s)		173.4			108.3			45.9			60.6	
Approach LOS		F			F			D			E	

Intersection Summary

HCM Average Control Delay	122.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	14	10	12	12	10	13	12	9	13	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.83	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	2902	1723	1685	3154	1615	1685	3621		1624	3664	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00		0.17	1.00	
Satd. Flow (perm)	1685	2902	1723	1685	3154	1615	253	3621		288	3664	
Volume (vph)	120	2021	400	110	2096	50	106	505	123	93	631	84
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	121	2041	404	111	2117	51	107	510	124	94	637	85
RTOR Reduction (vph)	0	0	12	0	0	13	0	18	0	0	9	0
Lane Group Flow (vph)	121	2041	392	111	2117	38	107	616	0	94	713	0
Turn Type	Prot		pm+ov	Prot		Perm	pm+pt			pm+pt		
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6			2	8			4		
Actuated Green, G (s)	10.0	64.0	70.5	6.0	60.0	60.0	33.5	27.0		30.9	26.0	
Effective Green, g (s)	10.0	65.0	71.0	6.0	61.0	61.0	34.0	28.0		32.0	27.0	
Actuated g/C Ratio	0.08	0.54	0.59	0.05	0.51	0.51	0.28	0.23		0.27	0.22	
Clearance Time (s)	4.0	5.0	3.5	4.0	5.0	5.0	3.5	5.0		4.1	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	1572	1077	84	1603	821	143	845		132	824	
v/s Ratio Prot	0.07	c0.70	0.02	c0.07	0.67		c0.04	0.17		0.03	c0.19	
v/s Ratio Perm			0.21			0.02	0.17			0.16		
v/c Ratio	0.86	1.30	0.36	1.32	1.32	0.05	0.75	0.73		0.71	0.87	
Uniform Delay, d1	54.3	27.5	12.8	57.0	29.5	14.9	35.1	42.5		36.5	44.8	
Progression Factor	1.00	1.00	1.00	1.04	0.80	0.57	1.52	0.78		0.71	0.79	
Incremental Delay, d2	38.8	139.1	0.2	191.3	147.5	0.1	16.4	2.7		12.1	7.0	
Delay (s)	93.2	166.6	13.0	250.3	171.0	8.5	69.9	35.7		38.0	42.4	
Level of Service	F	F	B	F	F	A	E	D		D	D	
Approach Delay (s)		138.9			171.2			40.6			41.9	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	126.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3002	1615	1805	3306	1615	1805	1740		1805	1868	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00	0.51	1.00		0.59	1.00	
Satd. Flow (perm)	85	3002	1615	81	3306	1615	976	1740		1125	1868	
Volume (vph)	25	1989	53	53	1867	119	28	43	55	139	109	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2162	58	58	2029	129	30	47	60	151	118	15
RTOR Reduction (vph)	0	0	12	0	0	28	0	22	0	0	3	0
Lane Group Flow (vph)	27	2162	46	58	2029	101	30	85	0	151	130	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	93.3	93.3	93.3	93.3	93.3	93.3	16.7	16.7		16.7	16.7	
Effective Green, g (s)	94.3	94.3	94.3	94.3	94.3	94.3	17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79	0.79	0.15	0.15		0.15	0.15	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	67	2359	1269	64	2598	1269	144	257		166	276	
v/s Ratio Prot		c0.72			0.61			0.05			0.07	
v/s Ratio Perm	0.32		0.03	0.72		0.06	0.03			c0.13		
v/c Ratio	0.40	0.92	0.04	0.91	0.78	0.08	0.21	0.33		0.91	0.47	
Uniform Delay, d1	4.0	9.8	2.8	9.6	7.1	2.9	45.0	45.8		50.4	46.8	
Progression Factor	2.40	2.44	3.36	2.39	2.66	3.53	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.7	0.0	17.3	0.2	0.0	0.7	0.8		44.0	1.3	
Delay (s)	11.3	24.7	9.5	40.2	19.2	10.4	45.7	46.6		94.4	48.1	
Level of Service	B	C	A	D	B	B	D	D		F	D	
Approach Delay (s)		24.2			19.2			46.4			72.7	
Approach LOS		C			B			D			E	

Intersection Summary

HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12	9	10	16	10	11	16
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87		1.00	*0.83	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	4550		1685	2839	1615	3152	4841	1830	1685	5014	1830
Flt Permitted	0.12	1.00		0.12	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	222	4550		222	2839	1615	3152	4841	1830	1685	5014	1830
Volume (vph)	47	1246	159	9	1574	218	387	1344	21	213	1131	175
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	1354	173	10	1711	237	421	1461	23	232	1229	190
RTOR Reduction (vph)	0	17	0	0	0	101	0	0	15	0	0	6
Lane Group Flow (vph)	51	1510	0	10	1711	136	421	1461	8	232	1229	184
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4		4			2			6
Actuated Green, G (s)	30.0	30.0		30.0	30.0	30.0	13.0	31.0	31.0	13.0	31.0	31.0
Effective Green, g (s)	32.0	32.0		32.0	32.0	32.0	14.0	32.0	32.0	14.0	32.0	32.0
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36	0.16	0.36	0.36	0.16	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	79	1618		79	1009	574	490	1721	651	262	1783	651
v/s Ratio Prot		0.33			c0.60		0.13	c0.30		c0.14	0.25	
v/s Ratio Perm	0.23			0.05		0.08			0.00			0.10
v/c Ratio	0.65	0.93		0.13	1.70	0.24	0.86	0.85	0.01	0.89	0.69	0.28
Uniform Delay, d1	24.3	28.0		19.6	29.0	20.4	37.0	26.8	18.8	37.2	24.8	20.8
Progression Factor	1.00	1.00		1.89	1.69	3.30	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.7	10.3		0.1	313.5	0.0	14.0	5.4	0.0	27.9	2.2	1.1
Delay (s)	40.9	38.3		37.1	362.5	67.5	51.0	32.2	18.8	65.1	27.0	21.9
Level of Service	D	D		D	F	E	D	C	B	E	C	C
Approach Delay (s)		38.4			325.1			36.2			31.7	
Approach LOS		D			F			D			C	

Intersection Summary

HCM Average Control Delay	115.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	10	11	12	10	11	12	10	11	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	3196	1615	1685	3049	1615	1685	3443		1685	3490	1615
Flt Permitted	0.14	1.00	1.00	0.13	1.00	1.00	0.14	1.00		0.95	1.00	1.00
Satd. Flow (perm)	252	3196	1615	228	3049	1615	240	3443		1685	3490	1615
Volume (vph)	88	869	57	122	1640	83	271	932	90	159	1399	213
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	945	62	133	1783	90	295	1013	98	173	1521	232
RTOR Reduction (vph)	0	0	42	0	0	35	0	8	0	0	0	128
Lane Group Flow (vph)	96	945	20	133	1783	55	295	1103	0	173	1521	104
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			Prot		Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8					4
Actuated Green, G (s)	34.2	28.2	28.2	38.0	30.1	30.1	36.0	28.0		8.0	29.0	29.0
Effective Green, g (s)	34.4	29.2	29.2	38.2	31.1	31.1	36.7	29.5		8.2	30.5	30.5
Actuated g/C Ratio	0.38	0.32	0.32	0.42	0.35	0.35	0.41	0.33		0.09	0.34	0.34
Clearance Time (s)	3.2	5.0	5.0	3.2	5.0	5.0	3.2	5.5		4.2	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	183	1037	524	212	1054	558	213	1129		154	1183	547
v/s Ratio Prot	0.03	0.30		c0.05	c0.58		c0.11	0.32		0.10	0.44	
v/s Ratio Perm	0.17		0.01	0.22		0.03	c0.45					0.06
v/c Ratio	0.52	0.91	0.04	0.63	1.69	0.10	1.38	0.98		1.12	1.29	0.19
Uniform Delay, d1	22.9	29.2	20.8	19.9	29.4	19.9	24.1	29.9		40.9	29.8	21.0
Progression Factor	0.38	0.59	0.84	1.77	1.54	2.32	1.23	0.86		0.93	1.05	1.67
Incremental Delay, d2	1.1	6.0	0.1	0.5	311.6	0.0	197.8	20.1		104.4	134.2	0.1
Delay (s)	9.7	23.3	17.5	35.7	356.9	46.4	227.4	45.8		142.5	165.3	35.2
Level of Service	A	C	B	D	F	D	F	D		F	F	D
Approach Delay (s)		21.8			321.7			83.9			147.6	
Approach LOS		C			F			F			F	

Intersection Summary

HCM Average Control Delay	166.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	12	10	12	12	12	12	12	12	16	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	3306	1615	1685	3154	1615	1805	5130		1805	5752	
Flt Permitted	0.14	1.00	1.00	0.13	1.00	1.00	0.13	1.00		0.13	1.00	
Satd. Flow (perm)	232	3306	1615	239	3154	1615	247	5130		249	5752	
Volume (vph)	122	1051	98	163	1561	78	166	1317	104	125	1482	248
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	123	1062	99	165	1577	79	168	1330	105	126	1497	251
RTOR Reduction (vph)	0	0	67	0	0	36	0	10	0	0	26	0
Lane Group Flow (vph)	123	1062	32	165	1577	43	168	1425	0	126	1722	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	36.8	29.0	29.0	37.2	29.2	29.2	38.3	30.3		37.7	30.0	
Effective Green, g (s)	36.3	29.5	29.5	36.7	29.7	29.7	37.8	30.8		37.2	30.5	
Actuated g/C Ratio	0.40	0.33	0.33	0.41	0.33	0.33	0.42	0.34		0.41	0.34	
Clearance Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	199	1084	529	210	1041	533	225	1756		219	1949	
v/s Ratio Prot	0.05	0.32		c0.06	c0.50		c0.06	0.28		0.04	c0.30	
v/s Ratio Perm	0.20		0.02	0.26		0.03	0.26			0.20		
v/c Ratio	0.62	0.98	0.06	0.79	1.51	0.08	0.75	0.81		0.58	0.88	
Uniform Delay, d1	22.2	30.0	20.8	21.9	30.1	20.8	21.6	27.0		19.4	28.1	
Progression Factor	1.20	1.23	2.94	0.65	0.72	0.61	1.59	0.80		1.00	1.00	
Incremental Delay, d2	2.4	13.6	0.1	1.8	232.2	0.0	11.7	2.7		3.6	5.2	
Delay (s)	29.1	50.3	61.2	16.0	253.8	12.7	46.0	24.3		23.0	33.2	
Level of Service	C	D	E	B	F	B	D	C		C	C	
Approach Delay (s)		49.1			221.8			26.5			32.5	
Approach LOS		D			F			C			C	

Intersection Summary

HCM Average Control Delay	86.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	10	10	12	12	10	10	12	14	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00		0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1624	3086	1615	1685	2944	1615		3369	1507	1805	2027	1615
Flt Permitted	0.11	1.00	1.00	0.16	1.00	1.00		1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	194	3086	1615	276	2944	1615		3369	1507	233	2027	1615
Volume (vph)	184	1086	13	118	1511	120	0	978	70	81	794	383
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	190	1120	13	122	1558	124	0	1008	72	84	819	395
RTOR Reduction (vph)	0	0	7	0	0	59	0	0	49	0	0	1
Lane Group Flow (vph)	190	1120	6	122	1558	65	0	1008	23	84	819	394
Turn Type	pm+pt		Perm	Perm		Perm			Perm	pm+pt		pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases	6		6	2		2			8	4		4
Actuated Green, G (s)	41.7	41.7	41.7	29.7	29.7	29.7		27.6	27.6	37.8	37.8	45.8
Effective Green, g (s)	43.2	43.2	43.2	31.2	31.2	31.2		28.6	28.6	38.8	38.8	46.8
Actuated g/C Ratio	0.48	0.48	0.48	0.35	0.35	0.35		0.32	0.32	0.43	0.43	0.52
Clearance Time (s)	4.0	5.5	5.5	5.5	5.5	5.5		5.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	1481	775	96	1021	560		1071	479	209	874	912
v/s Ratio Prot	0.08	c0.36			c0.53			0.30		0.03	c0.40	0.04
v/s Ratio Perm	0.34		0.00	0.44		0.04			0.02	0.15		0.21
v/c Ratio	0.86	0.76	0.01	1.27	1.53	0.12		0.94	0.05	0.40	0.94	0.43
Uniform Delay, d1	42.3	19.1	12.2	29.4	29.4	20.0		29.9	21.3	19.2	24.4	13.4
Progression Factor	1.59	0.37	0.04	0.96	0.90	1.18		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.4	1.5	0.0	160.3	239.6	0.2		15.4	0.0	1.3	17.0	0.3
Delay (s)	80.5	8.7	0.5	188.5	266.0	23.8		45.3	21.3	20.5	41.4	13.7
Level of Service	F	A	A	F	F	C		D	C	C	D	B
Approach Delay (s)		18.9			244.1			43.7			31.6	
Approach LOS		B			F			D			C	

Intersection Summary

HCM Average Control Delay	100.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	14	13	13
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	*0.82	1.00	1.00	*0.75	0.97	0.91
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3220	1615	1805	3040	3618	1519
Flt Permitted	1.00	1.00	0.09	1.00	0.95	1.00
Satd. Flow (perm)	3220	1615	169	3040	3618	1519
Volume (vph)	1153	384	410	1484	762	423
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1201	400	427	1546	794	441
RTOR Reduction (vph)	0	218	0	0	0	18
Lane Group Flow (vph)	1201	182	427	1546	794	423
Turn Type		Perm	pm+pt			pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Actuated Green, G (s)	40.0	40.0	56.3	56.3	24.0	36.3
Effective Green, g (s)	41.0	41.0	57.3	57.3	24.7	37.0
Actuated g/C Ratio	0.46	0.46	0.64	0.64	0.27	0.41
Clearance Time (s)	5.0	5.0	4.0	5.0	4.7	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1467	736	331	1935	993	692
v/s Ratio Prot	0.37		c0.18	0.51	c0.22	0.08
v/s Ratio Perm		0.11	c0.65			0.19
v/c Ratio	0.82	0.25	1.29	0.80	0.80	0.61
Uniform Delay, d1	21.3	15.0	27.5	12.1	30.3	20.8
Progression Factor	1.06	3.58	0.49	1.31	0.74	0.62
Incremental Delay, d2	4.5	0.7	132.7	0.3	4.1	1.4
Delay (s)	27.0	54.5	146.0	16.2	26.6	14.3
Level of Service	C	D	F	B	C	B
Approach Delay (s)	33.9			44.3	22.2	
Approach LOS	C			D	C	

Intersection Summary

HCM Average Control Delay	35.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	9	10	12	10	11	12	10	11	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.82	1.00	1.00	*0.75	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	2908	1615	1624	2660	1615	1685	3433		1685	3440	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1624	2908	1615	1624	2660	1615	1685	3433		1685	3440	
Volume (vph)	78	1142	50	81	1314	40	104	832	101	113	973	101
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	1241	54	88	1428	43	113	904	110	123	1058	110
RTOR Reduction (vph)	0	0	31	0	0	20	0	10	0	0	9	0
Lane Group Flow (vph)	85	1241	23	88	1428	23	113	1004	0	123	1159	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.4	29.8	29.8	6.4	29.8	29.8	7.9	27.0		8.0	27.1	
Effective Green, g (s)	6.4	31.2	31.2	6.4	31.2	31.2	7.9	28.4		8.0	28.5	
Actuated g/C Ratio	0.07	0.35	0.35	0.07	0.35	0.35	0.09	0.32		0.09	0.32	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	115	1008	560	115	922	560	148	1083		150	1089	
v/s Ratio Prot	0.05	0.43		c0.05	c0.54		0.07	0.29		c0.07	c0.34	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.74	1.23	0.04	0.77	1.55	0.04	0.76	0.93		0.82	1.06	
Uniform Delay, d1	41.0	29.4	19.5	41.1	29.4	19.5	40.1	29.8		40.3	30.8	
Progression Factor	0.86	1.34	1.92	0.63	1.31	1.83	0.85	1.44		1.27	0.40	
Incremental Delay, d2	14.3	109.6	0.1	2.8	247.5	0.0	17.8	11.5		21.7	42.5	
Delay (s)	49.6	149.1	37.5	28.8	286.0	35.7	51.8	54.3		73.0	54.9	
Level of Service	D	F	D	C	F	D	D	D		E	D	
Approach Delay (s)		138.6			264.6			54.1			56.6	
Approach LOS		F			F			D			E	

Intersection Summary

HCM Average Control Delay	137.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	9	10	12	10	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.82	1.00	1.00	*0.75	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	2908	1615	1685	2660	1615	1624	4782		1685	3369	1615
Flt Permitted	0.13	1.00	1.00	0.13	1.00	1.00	0.13	1.00		0.13	1.00	1.00
Satd. Flow (perm)	228	2908	1615	227	2660	1615	229	4782		237	3369	1615
Volume (vph)	103	1389	131	129	1383	84	136	1220	109	136	1159	185
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	104	1403	132	130	1397	85	137	1232	110	137	1171	187
RTOR Reduction (vph)	0	0	68	0	0	40	0	11	0	0	0	29
Lane Group Flow (vph)	104	1403	64	130	1397	45	137	1331	0	137	1171	158
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases	6		6	2		2	8			4		4
Actuated Green, G (s)	37.1	30.2	30.2	37.3	30.3	30.3	36.0	29.0		36.0	29.0	35.9
Effective Green, g (s)	37.5	31.1	31.1	37.7	31.2	31.2	36.4	29.9		36.4	29.9	36.3
Actuated g/C Ratio	0.42	0.35	0.35	0.42	0.35	0.35	0.40	0.33		0.40	0.33	0.40
Clearance Time (s)	3.5	4.9	4.9	3.5	4.9	4.9	3.5	4.9		3.5	4.9	3.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	199	1005	558	200	922	560	193	1589		200	1119	723
v/s Ratio Prot	0.04	0.48		c0.05	c0.53		c0.05	0.28		0.05	c0.35	0.02
v/s Ratio Perm	0.18		0.04	0.22		0.03	0.24			0.23		0.08
v/c Ratio	0.52	1.40	0.11	0.65	1.52	0.08	0.71	0.84		0.69	1.05	0.22
Uniform Delay, d1	21.7	29.4	20.1	21.9	29.4	19.8	21.8	27.8		19.8	30.1	17.6
Progression Factor	1.77	1.52	3.08	1.01	1.05	1.22	2.03	1.70		0.72	0.70	0.64
Incremental Delay, d2	0.2	178.8	0.0	6.6	236.8	0.3	7.6	2.7		5.2	33.3	0.1
Delay (s)	38.6	223.6	61.8	28.6	267.8	24.3	51.9	50.0		19.5	54.3	11.3
Level of Service	D	F	E	C	F	C	D	D		B	D	B
Approach Delay (s)		198.8			235.6			50.2			45.7	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	136.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	14	12	10	12	12	12	10	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	*0.98		1.00	*0.85			0.95			0.91	
Frt	1.00	0.99		1.00	0.99			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1685	3949		1685	3200			3313			4714	
Flt Permitted	0.14	1.00		0.10	1.00			1.00			1.00	
Satd. Flow (perm)	253	3949		173	3200			3313			4714	
Volume (vph)	82	1242	49	106	884	58	0	921	116	0	1165	246
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	1280	51	109	911	60	0	949	120	0	1201	254
RTOR Reduction (vph)	0	3	0	0	5	0	0	11	0	0	36	0
Lane Group Flow (vph)	85	1328	0	109	966	0	0	1058	0	0	1419	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	40.2	40.2		40.2	40.2			40.1			40.1	
Effective Green, g (s)	41.0	41.0		41.0	41.0			41.0			41.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46			0.46			0.46	
Clearance Time (s)	4.8	4.8		4.8	4.8			4.9			4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	115	1799		79	1458			1509			2147	
v/s Ratio Prot		0.34			0.30			c0.32			0.30	
v/s Ratio Perm	0.34			c0.63								
v/c Ratio	0.74	0.74		1.38	0.66			0.70			0.66	
Uniform Delay, d1	20.1	20.1		24.5	19.1			19.6			19.1	
Progression Factor	1.25	1.22		1.00	1.00			1.00			0.22	
Incremental Delay, d2	3.9	0.3		231.9	2.4			2.7			1.2	
Delay (s)	28.9	24.8		256.4	21.5			22.3			5.4	
Level of Service	C	C		F	C			C			A	
Approach Delay (s)		25.0			45.2			22.3			5.4	
Approach LOS		C			D			C			A	

Intersection Summary

HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

PM PEAK HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	10	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3609		1685	5187	1685	1615
Flt Permitted	1.00		0.15	1.00	0.95	1.00
Satd. Flow (perm)	3609		258	5187	1685	1615
Volume (vph)	1349	2	30	1539	146	18
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1482	2	33	1691	160	20
RTOR Reduction (vph)	0	0	0	0	0	17
Lane Group Flow (vph)	1484	0	33	1691	160	3
Turn Type			Perm			Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Actuated Green, G (s)	69.0		69.0	69.0	13.0	13.0
Effective Green, g (s)	69.0		69.0	69.0	13.0	13.0
Actuated g/C Ratio	0.77		0.77	0.77	0.14	0.14
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2767		198	3977	243	233
v/s Ratio Prot	c0.41			0.33	c0.09	
v/s Ratio Perm			0.13			0.00
v/c Ratio	0.54		0.17	0.43	0.66	0.01
Uniform Delay, d1	4.2		2.8	3.6	36.4	33.0
Progression Factor	1.00		2.17	2.07	1.00	1.00
Incremental Delay, d2	0.7		0.2	0.0	6.3	0.0
Delay (s)	4.9		6.3	7.6	42.7	33.0
Level of Service	A		A	A	D	C
Approach Delay (s)	4.9			7.5	41.6	
Approach LOS	A			A	D	

Intersection Summary

HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width	10	12	12	10	12	12	9	10	12	9	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1419	2528	1360	1419	2784	1360	1368	2786		1368	2767	
Flt Permitted	0.12	1.00	1.00	0.12	1.00	1.00	0.30	1.00		0.15	1.00	
Satd. Flow (perm)	187	2528	1360	187	2784	1360	439	2786		222	2767	
Volume (vph)	152	1210	88	140	1397	113	229	918	125	117	434	86
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	157	1247	91	144	1440	116	236	946	129	121	447	89
RTOR Reduction (vph)	0	0	51	0	0	62	0	12	0	0	18	0
Lane Group Flow (vph)	157	1247	40	144	1440	54	236	1063	0	121	518	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	37.0	31.0	31.0	37.0	31.0	31.0	35.9	25.9		34.1	25.0	
Effective Green, g (s)	38.0	32.0	32.0	38.0	32.0	32.0	36.9	26.9		35.1	26.0	
Actuated g/C Ratio	0.42	0.36	0.36	0.42	0.36	0.36	0.41	0.30		0.39	0.29	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	161	899	484	161	990	484	283	833		202	799	
v/s Ratio Prot	c0.06	0.49		0.06	c0.52		c0.09	c0.38		0.06	0.19	
v/s Ratio Perm	0.35		0.03	0.32		0.04	0.25			0.17		
v/c Ratio	0.98	1.39	0.08	0.89	1.45	0.11	0.83	1.28		0.60	0.65	
Uniform Delay, d1	44.1	29.0	19.3	43.6	29.0	19.5	20.4	31.6		21.7	28.0	
Progression Factor	1.58	0.85	0.50	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	58.0	180.1	0.3	41.6	210.2	0.5	18.6	133.6		4.7	4.0	
Delay (s)	127.7	204.8	9.9	85.2	239.2	19.9	39.1	165.1		26.4	32.0	
Level of Service	F	F	A	F	F	B	D	F		C	C	
Approach Delay (s)		184.8			211.2			142.4			31.0	
Approach LOS		F			F			F			C	

Intersection Summary

HCM Average Control Delay	163.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	111.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width	10	11	12	10	11	12	10	10	12	10	13	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1419	2444	1360	1419	2691	1360	1419	2837	1360	1419	3098	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00	0.34	1.00	1.00	0.46	1.00	
Satd. Flow (perm)	63	2444	1360	63	2691	1360	504	2837	1360	693	3098	
Volume (vph)	16	1520	49	75	1735	52	62	315	13	44	418	42
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	17	1617	52	80	1846	55	66	335	14	47	445	45
RTOR Reduction (vph)	0	0	13	0	0	14	0	0	10	0	5	0
Lane Group Flow (vph)	17	1617	39	80	1846	41	66	335	4	47	485	0
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		8	4		
Actuated Green, G (s)	95.0	95.0	95.0	95.0	95.0	95.0	46.5	46.5	46.5	46.5	46.5	
Effective Green, g (s)	95.5	95.5	95.5	95.5	95.5	95.5	46.5	46.5	46.5	46.5	46.5	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.31	0.31	0.31	0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	40	1556	866	40	1713	866	156	879	422	215	960	
v/s Ratio Prot		0.66			0.69			0.12			c0.16	
v/s Ratio Perm	0.27		0.03	c1.28		0.03	0.13		0.00	0.07		
v/c Ratio	0.42	1.04	0.04	2.00	1.08	0.05	0.42	0.38	0.01	0.22	0.51	
Uniform Delay, d1	13.6	27.2	10.2	27.2	27.2	10.2	41.1	40.5	35.8	38.3	42.3	
Progression Factor	1.00	1.00	1.00	1.57	1.61	1.37	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	29.8	33.7	0.1	497.7	42.0	0.1	8.2	1.3	0.0	2.3	1.9	
Delay (s)	43.4	60.9	10.3	540.4	85.8	14.0	49.3	41.7	35.9	40.6	44.2	
Level of Service	D	E	B	F	F	B	D	D	D	D	D	
Approach Delay (s)		59.2			102.1			42.7			43.9	
Approach LOS		E			F			D			D	

Intersection Summary

HCM Average Control Delay	74.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	10	10	12	10	11	12	12	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.87	1.00	1.00	0.95	1.00	0.86	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1685	4353	1615	1685	4628	1615	1685	3490	1615	3105	2967	1615
Flt Permitted	0.07	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	119	4353	1615	1685	4628	1615	1685	3490	1615	3105	2967	1615
Volume (vph)	39	1491	31	55	1742	949	116	478	182	1015	265	13
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	41	1586	33	59	1853	1010	123	509	194	1080	282	14
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	3	0	0	10
Lane Group Flow (vph)	41	1586	20	59	1853	1010	123	509	191	720	642	4
Turn Type	Perm		Perm	Prot		Free	Split		pm+ov	Split		Perm
Protected Phases		6		5	2		3	3	5	4	4	
Permitted Phases	6		6			Free			3			4
Actuated Green, G (s)	58.5	58.5	58.5	9.8	72.3	150.0	23.5	23.5	33.3	39.2	39.2	39.2
Effective Green, g (s)	59.5	59.5	59.5	9.8	73.3	150.0	24.5	24.5	34.3	40.2	40.2	40.2
Actuated g/C Ratio	0.40	0.40	0.40	0.07	0.49	1.00	0.16	0.16	0.23	0.27	0.27	0.27
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	47	1727	641	110	2262	1615	275	570	369	832	795	433
v/s Ratio Prot		c0.36		0.04	c0.40		0.07	c0.15	0.03	c0.23	0.22	
v/s Ratio Perm	0.34		0.01			0.63			0.08			0.00
v/c Ratio	0.87	0.92	0.03	0.54	0.82	0.63	0.45	0.89	0.52	0.87	0.88dl	0.01
Uniform Delay, d1	41.7	42.9	27.6	67.9	32.7	0.0	56.6	61.5	50.6	52.3	51.3	40.3
Progression Factor	1.65	1.69	2.41	1.23	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	78.0	6.9	0.1	2.1	1.5	0.8	1.2	16.2	1.2	9.3	6.0	0.0
Delay (s)	147.0	79.3	66.6	85.8	29.9	0.8	57.8	77.7	51.8	61.7	57.3	40.3
Level of Service	F	E	E	F	C	A	E	E	D	E	E	D
Approach Delay (s)		80.8			21.0			68.7			59.4	
Approach LOS		F			C			E			E	

Intersection Summary

HCM Average Control Delay	49.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	11	11	12	11	13	12	11	13	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.60		0.97	0.81		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	3929		3385	6575		1745	3596		1745	3596	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1685	3929		3385	6575		1745	3596		1745	3596	
Volume (vph)	235	2089	53	304	2519	221	125	669	212	75	356	112
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	2271	58	330	2738	240	136	727	230	82	387	122
RTOR Reduction (vph)	0	2	0	0	11	0	0	21	0	0	20	0
Lane Group Flow (vph)	255	2327	0	330	2967	0	136	936	0	82	489	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	12.0	66.5		18.0	72.5		15.3	34.0		12.0	30.7	
Effective Green, g (s)	12.0	68.0		18.0	74.0		15.3	36.0		12.0	32.7	
Actuated g/C Ratio	0.08	0.45		0.12	0.49		0.10	0.24		0.08	0.22	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	135	1781		406	3244		178	863		140	784	
v/s Ratio Prot	c0.15	c0.59		0.10	c0.45		0.08	c0.26		0.05	c0.14	
v/s Ratio Perm												
v/c Ratio	1.89	1.31		0.81	0.91		0.76	1.09		0.59	0.62	
Uniform Delay, d1	69.0	41.0		64.4	35.1		65.6	57.0		66.6	53.1	
Progression Factor	0.98	1.05		1.07	1.12		1.00	1.00		1.00	1.00	
Incremental Delay, d2	413.0	140.1		1.2	0.5		17.5	56.4		6.1	3.7	
Delay (s)	480.8	183.0		70.0	39.9		83.1	113.4		72.7	56.8	
Level of Service	F	F		E	D		F	F		E	E	
Approach Delay (s)		212.4			42.9			109.6			59.0	
Approach LOS		F			D			F			E	

Intersection Summary

HCM Average Control Delay	111.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	10	11	12	10	10	12	10	10	11
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.60		0.97	*0.83		1.00	0.95	1.00	1.00	0.95	0.88
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.86	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	3908		3268	5449		1685	3369	1396	1632	3369	2694
Flt Permitted	0.95	1.00		0.95	1.00		0.26	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	3268	3908		3268	5449		456	3369	1396	224	3369	2694
Volume (vph)	271	2549	91	87	3038	22	308	720	237	40	391	692
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	2771	99	95	3302	24	335	783	258	43	425	752
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	1	0	0	1
Lane Group Flow (vph)	295	2868	0	95	3326	0	335	783	257	43	425	751
Confl. Peds. (#/hr)			56			12			90	90		13
Turn Type	Prot			Prot			pm+pt		pm+ov	Perm		pm+ov
Protected Phases	5	2		1	6		3	8	1		4	5
Permitted Phases							8		8	4		4
Actuated Green, G (s)	20.7	91.6		5.3	76.2		36.7	36.7	42.0	27.7	27.7	48.4
Effective Green, g (s)	20.7	93.1		5.3	77.7		39.6	39.6	44.9	30.6	30.6	51.3
Actuated g/C Ratio	0.14	0.62		0.04	0.52		0.26	0.26	0.30	0.20	0.20	0.34
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	6.9	4.0	6.9	6.9	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	451	2426		115	2823		161	889	455	46	687	993
v/s Ratio Prot	0.09	c0.73		0.03	0.61		c0.07	0.23	0.02		0.13	c0.10
v/s Ratio Perm							c0.48		0.16	0.19		0.17
v/c Ratio	0.65	1.18		0.83	1.18		2.08	0.88	0.56	0.93	0.62	0.76
Uniform Delay, d1	61.3	28.5		71.9	36.1		56.3	52.9	44.3	58.7	54.4	43.8
Progression Factor	0.86	1.35		1.01	0.69		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	82.4		33.2	83.7		507.0	10.2	1.6	107.1	1.7	3.3
Delay (s)	52.7	120.8		106.0	108.6		563.3	63.1	45.9	165.8	56.1	47.1
Level of Service	D	F		F	F		F	E	D	F	E	D
Approach Delay (s)		114.4			108.5			181.6			54.4	
Approach LOS		F			F			F			D	

Intersection Summary

HCM Average Control Delay	114.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1700	1700	1700
Lane Width	10	10	12	10	11	12	11	12	14	10	10	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.60	1.00	0.97	*0.83	1.00	1.00	0.91		1.00	0.86	0.86
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.81	1.00	0.97		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.95	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3268	2856	1436	3268	4092	1300	1745	4808		1434	4094	1133
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.20	1.00		0.40	1.00	1.00
Satd. Flow (perm)	3268	2856	1436	3268	4092	1300	366	4808		599	4094	1133
Volume (vph)	241	1901	253	176	1666	120	136	461	169	176	610	242
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	246	1940	258	180	1700	122	139	470	172	180	622	247
RTOR Reduction (vph)	0	0	63	0	0	31	0	44	0	0	0	24
Lane Group Flow (vph)	246	1940	195	180	1700	91	139	598	0	180	622	223
Confl. Peds. (#/hr)			56			112			79	79		15
Turn Type	Prot		Perm	Prot		Perm	pm+pt			Perm		pm+ov
Protected Phases	5	2		1	6		3	8			4	5
Permitted Phases			2			6	8			4	4	4
Actuated Green, G (s)	14.1	79.6	79.6	10.0	75.5	75.5	45.0	45.0		31.1	31.1	45.2
Effective Green, g (s)	14.1	81.1	81.1	10.0	77.0	77.0	46.9	46.9		33.0	33.0	47.1
Actuated g/C Ratio	0.09	0.54	0.54	0.07	0.51	0.51	0.31	0.31		0.22	0.22	0.31
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.9		5.9	5.9	4.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	3.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	307	1544	776	218	2101	667	205	1503		132	901	386
v/s Ratio Prot	0.08	c0.68		0.06	c0.42		c0.04	0.12			0.15	0.05
v/s Ratio Perm			0.14			0.07	0.17			c0.30		0.14
v/c Ratio	0.80	1.26	0.25	0.83	0.81	0.14	0.68	0.40		1.36	0.69	0.58
Uniform Delay, d1	66.6	34.5	18.3	69.1	30.4	19.1	39.9	40.5		58.5	53.8	43.1
Progression Factor	0.95	1.14	1.86	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	115.9	0.1	20.9	3.5	0.4	8.6	0.1		204.5	1.9	1.3
Delay (s)	64.3	155.3	34.2	90.0	33.9	19.5	48.4	40.5		263.0	55.7	44.4
Level of Service	E	F	C	F	C	B	D	D		F	E	D
Approach Delay (s)		133.4			38.0			41.9			88.6	
Approach LOS		F			D			D			F	

Intersection Summary

HCM Average Control Delay	84.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	14	10	12	12	10	13	12	9	13	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.79	1.00	1.00	*0.83	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	2902	1723	1685	3154	1615	1685	3639		1624	3675	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.16	1.00		0.16	1.00	
Satd. Flow (perm)	1685	2902	1723	1685	3154	1615	276	3639		271	3675	
Volume (vph)	123	2006	343	99	1703	57	141	652	127	99	496	54
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	127	2068	354	102	1756	59	145	672	131	102	511	56
RTOR Reduction (vph)	0	0	28	0	0	18	0	14	0	0	7	0
Lane Group Flow (vph)	127	2068	326	102	1756	41	145	789	0	102	560	0
Turn Type	Prot		pm+ov	Prot		Perm	pm+pt			pm+pt		
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6			2	8			4		
Actuated Green, G (s)	10.7	59.7	69.5	8.8	57.8	57.8	37.5	28.8		28.8	24.2	
Effective Green, g (s)	10.7	60.7	70.0	8.8	58.8	58.8	38.5	29.8		29.9	25.2	
Actuated g/C Ratio	0.09	0.51	0.58	0.07	0.49	0.49	0.32	0.25		0.25	0.21	
Clearance Time (s)	4.0	5.0	3.5	4.0	5.0	5.0	3.5	5.0		4.1	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	150	1468	1063	124	1545	791	198	904		121	772	
v/s Ratio Prot	c0.08	c0.71	0.02	0.06	0.56		c0.06	c0.22		0.03	0.15	
v/s Ratio Perm			0.17			0.03	0.18			0.18		
v/c Ratio	0.85	1.41	0.31	0.82	1.14	0.05	0.73	0.87		0.84	0.73	
Uniform Delay, d1	53.8	29.6	12.7	54.8	30.6	16.0	32.1	43.3		41.3	44.2	
Progression Factor	1.00	1.00	1.00	1.03	0.93	0.72	0.91	0.87		1.25	1.18	
Incremental Delay, d2	33.3	188.1	0.2	24.4	67.3	0.1	11.4	8.2		32.6	2.7	
Delay (s)	87.1	217.7	12.8	80.7	95.7	11.6	40.6	45.8		84.1	55.0	
Level of Service	F	F	B	F	F	B	D	D		F	D	
Approach Delay (s)		182.7			92.3			45.0			59.4	
Approach LOS		F			F			D			E	

Intersection Summary

HCM Average Control Delay	119.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1700	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	0.86	0.86		1.00	0.91			0.95	1.00		0.86	0.86
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (prot)	1552	4353		1805	4618			3610	1615		4902	1389
Flt Permitted	0.95	0.65		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (perm)	1552	2828		1805	4618			3610	1615		4902	1389
Volume (vph)	551	1906	55	276	1933	67	0	973	108	0	1074	445
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	562	1945	56	282	1972	68	0	993	110	0	1096	454
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	12	0	0	0
Lane Group Flow (vph)	403	2158	0	282	2037	0	0	993	98	0	1096	454
Turn Type	Prot			Prot					Perm			pm+ov
Protected Phases	7	4		3	8			2			6	7
Permitted Phases									2			6
Actuated Green, G (s)	33.1	74.1		22.4	36.9			37.7	37.7		37.7	70.8
Effective Green, g (s)	33.2	74.2		22.5	37.0			37.8	37.8		37.8	71.0
Actuated g/C Ratio	0.28	0.62		0.19	0.31			0.31	0.31		0.31	0.59
Clearance Time (s)	4.1	4.1		4.1	4.1			4.1	4.1		4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	429	2171		338	1424			1137	509		1544	868
v/s Ratio Prot	0.26	c0.28		0.16	c0.44			c0.28			0.22	0.14
v/s Ratio Perm		0.34							0.06			0.18
v/c Ratio	0.94	0.99		0.83	1.43			0.87	0.19		0.71	0.52
Uniform Delay, d1	42.4	22.7		47.0	41.5			38.8	30.0		36.3	14.5
Progression Factor	0.92	1.47		1.00	1.00			0.48	0.25		1.00	1.00
Incremental Delay, d2	21.6	14.4		16.1	197.9			5.5	0.5		2.8	0.6
Delay (s)	60.7	47.7		63.0	239.4			24.0	7.9		39.1	15.1
Level of Service	E	D		E	F			C	A		D	B
Approach Delay (s)		49.8			218.0			22.4			32.0	
Approach LOS		D			F			C			C	

Intersection Summary

HCM Average Control Delay	93.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12	9	10	16	10	11	16
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87		1.00	*0.83	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	4521		1685	2839	1615	3152	4841	1830	1685	5014	1830
Flt Permitted	0.12	1.00		0.12	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	222	4521		222	2839	1615	3152	4841	1830	1685	5014	1830
Volume (vph)	74	1768	324	77	1212	302	340	776	18	283	1770	158
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	1922	352	84	1317	328	370	843	20	308	1924	172
RTOR Reduction (vph)	0	27	0	0	0	182	0	0	13	0	0	12
Lane Group Flow (vph)	80	2247	0	84	1317	146	370	843	7	308	1924	160
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4		4			2			6
Actuated Green, G (s)	30.0	30.0		30.0	30.0	30.0	13.0	31.0	31.0	13.0	31.0	31.0
Effective Green, g (s)	32.0	32.0		32.0	32.0	32.0	14.0	32.0	32.0	14.0	32.0	32.0
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36	0.16	0.36	0.36	0.16	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	79	1607		79	1009	574	490	1721	651	262	1783	651
v/s Ratio Prot		c0.50			0.46		c0.12	0.17		0.18	c0.38	
v/s Ratio Perm	0.36			0.38		0.09			0.00			0.09
v/c Ratio	1.01	1.40		1.06	1.31	0.25	0.76	0.49	0.01	1.18	1.08	0.25
Uniform Delay, d1	29.0	29.0		29.0	29.0	20.6	36.4	22.6	18.8	38.0	29.0	20.5
Progression Factor	1.00	1.00		1.64	1.64	4.37	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	104.8	183.0		91.5	141.3	0.1	6.5	1.0	0.0	111.6	46.2	0.9
Delay (s)	133.8	212.0		139.2	188.8	89.9	42.9	23.6	18.8	149.6	75.2	21.4
Level of Service	F	F		F	F	F	D	C	B	F	E	C
Approach Delay (s)		209.4			167.6			29.3			80.9	
Approach LOS		F			F			C			F	

Intersection Summary

HCM Average Control Delay	131.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	10	11	12	10	11	12	10	11	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	3196	1615	1685	3049	1615	1685	3454		1685	3490	1615
Flt Permitted	0.13	1.00	1.00	0.14	1.00	1.00	0.14	1.00		0.95	1.00	1.00
Satd. Flow (perm)	239	3196	1615	244	3049	1615	240	3454		1685	3490	1615
Volume (vph)	353	1859	231	84	1003	166	188	993	72	260	1372	138
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	384	2021	251	91	1090	180	204	1079	78	283	1491	150
RTOR Reduction (vph)	0	0	93	0	0	120	0	6	0	0	0	84
Lane Group Flow (vph)	384	2021	158	91	1090	60	204	1151	0	283	1491	66
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			Prot		Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8					4
Actuated Green, G (s)	37.7	29.7	29.7	34.5	28.1	28.1	36.0	28.0		8.0	29.0	29.0
Effective Green, g (s)	37.9	30.7	30.7	34.7	29.1	29.1	36.7	29.5		8.2	30.5	30.5
Actuated g/C Ratio	0.42	0.34	0.34	0.39	0.32	0.32	0.41	0.33		0.09	0.34	0.34
Clearance Time (s)	3.2	5.0	5.0	3.2	5.0	5.0	3.2	5.5		4.2	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	221	1090	551	184	986	522	213	1132		154	1183	547
v/s Ratio Prot	c0.14	c0.63		0.03	0.36		0.08	0.33		c0.17	c0.43	
v/s Ratio Perm	0.59		0.10	0.16		0.04	0.31					0.04
v/c Ratio	1.74	1.85	0.29	0.49	1.11	0.11	0.96	1.02		1.84	1.26	0.12
Uniform Delay, d1	23.3	29.6	21.7	22.7	30.4	21.4	23.1	30.2		40.9	29.8	20.5
Progression Factor	0.91	0.63	0.62	1.66	1.53	4.58	1.61	0.77		0.87	1.23	2.02
Incremental Delay, d2	333.6	384.7	0.1	0.6	52.7	0.1	47.5	30.2		399.6	123.7	0.1
Delay (s)	354.8	403.4	13.4	38.4	99.3	98.1	84.8	53.7		435.4	160.3	41.5
Level of Service	F	F	B	D	F	F	F	D		F	F	D
Approach Delay (s)		359.5			95.1			58.3			191.5	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	209.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	117.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	12	10	12	12	12	12	12	12	16	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	3306	1615	1685	3154	1615	1805	5124		1805	5780	
Flt Permitted	0.13	1.00	1.00	0.14	1.00	1.00	0.13	1.00		0.13	1.00	
Satd. Flow (perm)	230	3306	1615	245	3154	1615	244	5124		242	5780	
Volume (vph)	275	1360	170	200	1046	123	124	1481	129	108	1359	171
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	281	1388	173	204	1067	126	127	1511	132	110	1387	174
RTOR Reduction (vph)	0	0	95	0	0	86	0	11	0	0	17	0
Lane Group Flow (vph)	281	1388	78	204	1067	40	127	1632	0	110	1544	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	38.8	29.2	29.2	37.2	28.4	28.4	36.8	30.7		37.2	30.9	
Effective Green, g (s)	38.3	29.7	29.7	36.7	28.9	28.9	36.3	31.2		36.7	31.4	
Actuated g/C Ratio	0.43	0.33	0.33	0.41	0.32	0.32	0.40	0.35		0.41	0.35	
Clearance Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	231	1091	533	225	1013	519	187	1776		191	2017	
v/s Ratio Prot	c0.12	c0.42		0.08	0.34		c0.04	c0.32		0.03	0.27	
v/s Ratio Perm	0.40		0.05	0.29		0.03	0.24			0.20		
v/c Ratio	1.22	1.27	0.15	0.91	1.05	0.08	0.68	0.92		0.58	0.77	
Uniform Delay, d1	22.3	30.1	21.2	22.6	30.6	21.3	20.7	28.2		20.8	26.0	
Progression Factor	1.48	1.31	2.93	0.75	0.71	1.05	1.59	0.71		1.00	1.00	
Incremental Delay, d2	101.2	123.2	0.1	13.9	31.5	0.1	8.2	7.1		4.2	1.8	
Delay (s)	134.3	162.6	62.2	30.9	53.4	22.4	41.1	27.0		25.0	27.8	
Level of Service	F	F	E	C	D	C	D	C		C	C	
Approach Delay (s)		148.8			47.3			28.0			27.6	
Approach LOS		F			D			C			C	

Intersection Summary

HCM Average Control Delay	65.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	10	10	12	12	10	10	12	14	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	*0.87	1.00	1.00	*0.83	1.00		0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1624	3086	1615	1685	2944	1615		3369	1507	1805	2027	1615
Flt Permitted	0.11	1.00	1.00	0.12	1.00	1.00		1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	190	3086	1615	222	2944	1615		3369	1507	251	2027	1615
Volume (vph)	292	1338	19	106	1185	143	0	931	88	126	851	361
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	295	1352	19	107	1197	144	0	940	89	127	860	365
RTOR Reduction (vph)	0	0	10	0	0	88	0	0	54	0	0	5
Lane Group Flow (vph)	295	1352	9	107	1197	56	0	940	35	127	860	360
Turn Type	pm+pt		Perm	Perm		Perm			Perm	pm+pt		pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases	6		6	2		2			8	4		4
Actuated Green, G (s)	42.5	42.5	42.5	30.5	30.5	30.5		25.3	25.3	37.0	37.0	45.0
Effective Green, g (s)	44.0	44.0	44.0	32.0	32.0	32.0		26.3	26.3	38.0	38.0	46.0
Actuated g/C Ratio	0.49	0.49	0.49	0.36	0.36	0.36		0.29	0.29	0.42	0.42	0.51
Clearance Time (s)	4.0	5.5	5.5	5.5	5.5	5.5		5.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	1509	790	79	1047	574		984	440	239	856	897
v/s Ratio Prot	c0.12	0.44			0.41			0.28		0.05	c0.42	0.04
v/s Ratio Perm	c0.54		0.01	0.48		0.03			0.02	0.18		0.19
v/c Ratio	1.34	0.90	0.01	1.35	1.14	0.10		0.96	0.08	0.53	1.00	0.40
Uniform Delay, d1	43.2	20.9	11.8	29.0	29.0	19.4		31.3	23.1	19.8	26.0	13.5
Progression Factor	1.65	0.42	0.00	0.82	0.78	1.23		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	156.3	0.9	0.0	207.5	73.1	0.2		18.7	0.1	2.3	31.9	0.3
Delay (s)	227.4	9.7	0.0	231.2	95.7	24.1		49.9	23.1	22.0	57.9	13.8
Level of Service	F	A	A	F	F	C		D	C	C	E	B
Approach Delay (s)		48.1			98.6			47.6			42.6	
Approach LOS		D			F			D			D	

Intersection Summary

HCM Average Control Delay	60.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	14	13	13
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	*0.82	1.00	1.00	*0.75	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3220	1615	1805	3040	3536	1519
Flt Permitted	1.00	1.00	0.09	1.00	0.96	1.00
Satd. Flow (perm)	3220	1615	169	3040	3536	1519
Volume (vph)	1334	489	337	1192	598	654
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1361	499	344	1216	610	667
RTOR Reduction (vph)	0	265	0	0	39	11
Lane Group Flow (vph)	1361	234	344	1216	767	460
Turn Type		Perm	pm+pt			pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Actuated Green, G (s)	40.0	40.0	56.6	56.6	23.7	36.3
Effective Green, g (s)	41.0	41.0	57.6	57.6	24.4	37.0
Actuated g/C Ratio	0.46	0.46	0.64	0.64	0.27	0.41
Clearance Time (s)	5.0	5.0	4.0	5.0	4.7	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1467	736	337	1946	959	692
v/s Ratio Prot	0.42		c0.14	0.40	c0.22	0.09
v/s Ratio Perm		0.15	c0.51			0.21
v/c Ratio	0.93	0.32	1.02	0.62	0.80	0.66
Uniform Delay, d1	23.1	15.6	28.6	9.7	30.5	21.5
Progression Factor	0.97	2.95	0.48	1.21	0.68	0.54
Incremental Delay, d2	8.8	0.8	20.3	0.1	4.1	2.0
Delay (s)	31.2	46.9	34.0	11.9	24.7	13.6
Level of Service	C	D	C	B	C	B
Approach Delay (s)	35.4			16.8	20.6	
Approach LOS	D			B	C	

Intersection Summary

HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	9	10	12	10	11	12	10	11	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	*0.82	1.00	1.00	*0.75	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	2908	1615	1624	2660	1615	1685	3454		1685	3449	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1624	2908	1615	1624	2660	1615	1685	3454		1685	3449	
Volume (vph)	70	931	90	164	1396	102	120	1359	99	94	938	79
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	1012	98	178	1517	111	130	1477	108	102	1020	86
RTOR Reduction (vph)	0	0	67	0	0	48	0	6	0	0	7	0
Lane Group Flow (vph)	76	1012	31	178	1517	63	130	1579	0	102	1099	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.4	27.4	27.4	8.0	29.0	29.0	8.0	29.4		6.4	27.8	
Effective Green, g (s)	6.4	28.8	28.8	8.0	30.4	30.4	8.0	30.8		6.4	29.2	
Actuated g/C Ratio	0.07	0.32	0.32	0.09	0.34	0.34	0.09	0.34		0.07	0.32	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	115	931	517	144	898	546	150	1182		120	1119	
v/s Ratio Prot	0.05	0.35		c0.11	c0.57		c0.08	c0.46		0.06	0.32	
v/s Ratio Perm			0.02			0.04						
v/c Ratio	0.66	1.09	0.06	1.24	1.69	0.12	0.87	1.34		0.85	0.98	
Uniform Delay, d1	40.7	30.6	21.2	41.0	29.8	20.5	40.5	29.6		41.3	30.1	
Progression Factor	0.90	1.23	2.09	0.63	1.37	2.12	0.84	1.31		1.33	0.38	
Incremental Delay, d2	6.8	48.6	0.1	111.8	310.6	0.0	35.1	156.6		24.3	15.4	
Delay (s)	43.4	86.3	44.4	137.5	351.5	43.5	69.0	195.4		79.2	26.9	
Level of Service	D	F	D	F	F	D	E	F		E	C	
Approach Delay (s)		80.1			311.5			185.8			31.3	
Approach LOS		F			F			F			C	

Intersection Summary

HCM Average Control Delay	171.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	9	10	12	10	10	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.82	1.00	1.00	*0.75	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	2908	1615	1685	2660	1615	1624	4793		1685	3369	1615
Flt Permitted	0.13	1.00	1.00	0.13	1.00	1.00	0.13	1.00		0.13	1.00	1.00
Satd. Flow (perm)	228	2908	1615	228	2660	1615	229	4793		237	3369	1615
Volume (vph)	181	1289	143	157	1386	123	128	1339	95	124	1136	116
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	183	1302	144	159	1400	124	129	1353	96	125	1147	117
RTOR Reduction (vph)	0	0	80	0	0	58	0	9	0	0	0	32
Lane Group Flow (vph)	183	1302	64	159	1400	66	129	1440	0	125	1147	85
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases	6		6	2		2	8			4		4
Actuated Green, G (s)	37.2	30.2	30.2	37.2	30.2	30.2	36.0	29.0		36.0	29.0	36.0
Effective Green, g (s)	37.6	31.1	31.1	37.6	31.1	31.1	36.4	29.9		36.4	29.9	36.4
Actuated g/C Ratio	0.42	0.35	0.35	0.42	0.35	0.35	0.40	0.33		0.40	0.33	0.40
Clearance Time (s)	3.5	4.9	4.9	3.5	4.9	4.9	3.5	4.9		3.5	4.9	3.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	200	1005	558	200	919	558	193	1592		200	1119	725
v/s Ratio Prot	c0.07	0.45		0.06	c0.53		c0.05	0.30		0.05	c0.34	0.01
v/s Ratio Perm	0.32		0.04	0.27		0.04	0.22			0.21		0.04
v/c Ratio	0.92	1.30	0.11	0.80	1.52	0.12	0.67	0.90		0.62	1.03	0.12
Uniform Delay, d1	43.5	29.4	20.1	42.8	29.4	20.1	21.5	28.7		20.2	30.1	16.8
Progression Factor	1.67	1.42	2.82	1.44	1.31	1.98	1.93	1.65		1.14	1.11	1.12
Incremental Delay, d2	28.1	137.4	0.2	14.3	239.5	0.3	5.8	5.4		3.1	26.0	0.0
Delay (s)	100.8	179.1	56.8	76.0	278.1	40.2	47.2	52.7		26.2	59.2	18.8
Level of Service	F	F	E	E	F	D	D	D		C	E	B
Approach Delay (s)		159.5			241.5			52.2			52.8	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	130.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	14	12	10	12	12	12	10	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	*0.98		1.00	*0.85			0.91			0.91	
Frt	1.00	0.99		1.00	0.99			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1685	3944		1685	3201			4783			4770	
Flt Permitted	0.10	1.00		0.15	1.00			1.00			1.00	
Satd. Flow (perm)	173	3944		269	3201			4783			4770	
Volume (vph)	105	1009	50	114	1191	77	0	1195	105	0	1082	118
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	108	1040	52	118	1228	79	0	1232	108	0	1115	122
RTOR Reduction (vph)	0	4	0	0	4	0	0	11	0	0	15	0
Lane Group Flow (vph)	108	1088	0	118	1303	0	0	1329	0	0	1222	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	40.2	40.2		40.2	40.2			40.1			40.1	
Effective Green, g (s)	41.0	41.0		41.0	41.0			41.0			41.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46			0.46			0.46	
Clearance Time (s)	4.8	4.8		4.8	4.8			4.9			4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	79	1797		123	1458			2179			2173	
v/s Ratio Prot		0.28			0.41			c0.28			0.26	
v/s Ratio Perm	c0.62			0.44								
v/c Ratio	1.37	0.61		0.96	0.89			0.61			0.56	
Uniform Delay, d1	24.5	18.4		23.7	22.5			18.5			17.9	
Progression Factor	1.75	1.90		1.00	1.00			1.00			0.67	
Incremental Delay, d2	172.5	0.1		70.9	8.8			1.3			0.7	
Delay (s)	215.5	35.1		94.6	31.2			19.7			12.8	
Level of Service	F	D		F	C			B			B	
Approach Delay (s)		51.4			36.5			19.7			12.8	
Approach LOS		D			D			B			B	

Intersection Summary

HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX C: FUTURE VOLUME DEVELOPMENT WORKSHEETS

YEAR 2012 WITHOUT PROJECT CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2012NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,433	968	1,679	0	1,415	1,444	1,220	4,080	4,079
2. S Beverly Glen Blvd/Sunset Blvd	0	2,628	250	787	0	925	722	2,018	3,665	3,665
3. N Beverly Glen Blvd/Sunset Blvd	1,226	1,518	925	0	324	716	2,628	0	3,669	3,668
4. Centinela Ave/Wilshire Blvd	0	1,352	150	1,123	0	1,197	212	1,216	2,625	2,625
5. Bundy Dr/Wilshire Blvd	701	1505	997	1099	820	1204	1014	1264	4,302	4,302
6. Barrington Ave/Wilshire Blvd	647	1,629	551	1,452	510	1,521	516	1,732	4,279	4,279
7. Federal Ave/Wilshire Blvd	2,161	1,496	573	1,521	1,083	2,466	574	1,629	5,751	5,752
8. Sepulveda Blvd/Wilshire Blvd	1,366	2,361	690	2,715	552	2,809	1,251	2,520	7,132	7,132
9. Veteran Ave/Wilshire Blvd	1,425	1,788	584	4,043	1,219	3,292	977	2,351	7,840	7,839
10. Westwood Blvd/Wilshire Blvd	1,072	1,836	996	2,510	2,396	1,836	704	1,476	6,414	6,412
11. S Beverly Glen Blvd/Wilshire Blvd	653	2,226	799	2,097	696	1,581	1,055	2,444	5,775	5,776
12. Santa Monica Blvd/Wilshire Blvd	1,761	2,139	1,406	2,042	1,464	1,503	1,952	2,429	7,348	7,348
13. Centinela Ave/Santa Monica Blvd	212	924	379	980	150	767	287	1,293	2,495	2,497
14. Bundy Dr/Santa Monica Blvd	1,014	1,278	1,559	767	997	1,072	1,627	924	4,618	4,620
15. Barrington Ave/Santa Monica Blvd	731	1,406	662	1,211	798	1,063	806	1,343	4,010	4,010
16. Federal Ave/Santa Monica Blvd	578	1,435	337	1,063	464	1,272	271	1,406	3,413	3,413
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,045	1,847	0	2,029	0	2,136	450	2,335	4,921	4,921
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,852	1,140	2,136	1,213	2,068	0	1,847	5,128	5,128
19. Sepulveda Blvd/Santa Monica Blvd	1,338	1,698	1,233	2,068	1,259	2,065	1,160	1,852	6,337	6,336
20. Veteran Ave/Santa Monica Blvd	235	1,929	511	2,065	774	2,023	246	1,698	4,740	4,741
21. Westwood Blvd/Santa Monica Blvd	1,093	1,796	1,721	2,041	1,638	1,950	1,277	1,786	6,651	6,651
22. Overland Ave/Santa Monica Blvd	0	2,181	552	1,950	0	2,469	417	1,796	4,683	4,682
23. S Beverly Glen Blvd/Santa Monica Blvd	938	2,028	896	2,108	698	2,244	1,222	1,805	5,970	5,969
24. Century Park W/Santa Monica Blvd	0	1,878	700	2,039	0	2,216	670	1,732	4,617	4,618
25. Ave of the Stars/Santa Monica Blvd	0	1,540	828	2,216	0	1,907	799	1,878	4,584	4,584
26. Century Park E/Santa Monica Blvd	0	2,621	346	1,748	0	2,002	273	2,440	4,715	4,715
27. Bundy Dr/Olympic Blvd	1,206	1,741	1,629	1,364	1,513	1,299	1,226	1,904	5,940	5,942
28. Barrington Ave/Olympic Blvd	804	1,898	1,718	1,299	1,221	1,649	1,108	1,741	5,719	5,719
29. Sepulveda Blvd/Olympic Blvd	1,160	2,114	1,213	2,424	1,233	2,422	1,068	2,189	6,911	6,912
30. Veteran Ave/Olympic Blvd	246	2,259	393	2,422	511	2,362	332	2,114	5,320	5,319
31. Westwood Blvd/Olympic Blvd	1,099	2,064	1,391	2,365	1,551	2,185	1,199	1,986	6,919	6,921
32. Overland Ave/Olympic Blvd	417	2,160	699	2,185	552	2,351	495	2,064	5,461	5,462
33. S Beverly Glen Blvd/Olympic Blvd	829	2,027	1,478	2,212	1,543	2,467	680	1,856	6,546	6,546
34. Century Park W/Olympic Blvd	361	2,278	0	2,051	1,082	1,857	0	1,752	4,690	4,691
35. Century Park E/Olympic Blvd	108	2,879	1,238	2,204	1,080	1,698	473	3,179	6,429	6,430
36. Sepulveda Blvd/Pico Blvd	1,310	1,531	1,692	1,132	1,461	1,763	1,081	1,360	5,665	5,665
37. Veteran Ave/Pico Blvd	89	1,538	0	1,763	145	1,715	0	1,531	3,390	3,391
38. Westwood Blvd/Pico Blvd	916	1,899	1,629	1,520	1,372	2,110	762	1,720	5,964	5,964
39. Overland Ave/Pico Blvd	495	2,218	1,641	2,110	699	2,699	1,166	1,899	6,464	6,463
40. Fairfax Ave/3rd St	1,361	1,613	962	734	982	996	1,186	1,517	4,670	4,681
41. La Brea Ave/3rd St	1,946	1,303	1,718	1,088	1,560	1,107	2,193	1,196	6,055	6,056
42. Highland Ave/3rd St	1,508	1,188	1,540	1,020	1,317	1,031	1,774	1,134	5,256	5,256
43. Western Ave/3rd St	1,215	1,274	1,155	1,109	915	1,103	1,360	1,381	4,753	4,759
44. Vermont Ave/3rd St	2,062	1,337	1,380	1,735	1,397	1,887	1,947	1,282	6,514	6,513
45. Fairfax Ave/6th St	1,186	847	811	492	973	329	1,335	699	3,336	3,336
46. La Brea Ave/6th St	2,193	1,031	1,599	768	1,718	621	2,006	1,246	5,591	5,591
47. Highland Ave/6th St	1,774	1,073	1,403	621	1,540	830	1,469	1,031	4,871	4,870
48. Western Ave/6th St	1,367	1,035	1,079	1,278	780	1,149	1,517	1,313	4,759	4,759
49. Vermont Ave/6th St	2,122	993	1,764	1,239	1,436	1,116	2,338	1,229	6,118	6,119
50. Alvarado St/6th St	1,248	967	1,017	1,266	808	1,325	1,521	844	4,498	4,498
51. San Vicente Blvd/Wilshire Blvd	1,048	2,270	1,472	960	1,282	1,310	782	2,376	5,750	5,750
52. Fairfax Ave/Wilshire Blvd	1,335	1,995	1,078	1,502	811	1,398	1,507	2,194	5,910	5,910
53. La Brea Ave/Wilshire Blvd	2,006	1,786	1,948	1,300	1,599	1,454	2,140	1,846	7,040	7,039
54. Highland Ave/Wilshire Blvd	1,469	1,805	827	1,454	1,403	1,446	921	1,786	5,555	5,556
55. Crenshaw Blvd/Wilshire Blvd	0	2,522	1,219	1,449	0	2,204	1,289	1,697	5,190	5,190
56. Western Ave/Wilshire Blvd	1,517	1,732	1,235	1,809	1,079	1,725	1,509	1,997	6,293	6,310
57. Vermont Ave/Wilshire Blvd	2,338	1,581	1,331	1,663	1,764	1,725	1,711	1,734	6,913	6,934
58. Alvarado St/Wilshire Blvd	1,521	903	1,166	1,523	1,017	1,415	1,623	1,058	5,113	5,113
59. Fairfax Ave/8th St	1,507	537	709	51	1,078	863	864	0	2,804	2,805
60. La Brea Ave/8th St	2,140	494	1,926	89	1,948	115	2,071	515	4,649	4,649
61. Highland Ave/8th St	921	699	1,020	115	827	579	854	494	2,755	2,754
62. Crenshaw Blvd/8th St	1,289	510	1,204	153	1,219	349	1,334	253	3,156	3,155
63. Western Ave/8th St	1,431	773	1,063	584	1,230	729	1,197	694	3,851	3,850
64. Vermont Ave/8th St	1,465	1,009	1,336	1,288	1,347	1,246	1,489	1,015	5,098	5,097
65. Alvarado St/8th St	1,463	580	1,023	902	1,067	991	1,374	536	3,968	3,968
66. Fairfax Ave/San Vicente Blvd	1,228	1,911	1,434	1,280	1,431	1,209	1,298	1,915	5,853	5,853
67. Fairfax Ave/Olympic Blvd	1,298	2,512	738	2,128	1,434	1,740	760	2,742	6,676	6,676
68. San Vicente Blvd/Olympic Blvd	1,209	2,567	1,857	1,740	1,911	1,636	1,313	2,512	7,373	7,372
69. La Brea Ave/Olympic Blvd	2,071	1,915	2,142	1,697	1,926	1,678	1,930	2,291	7,825	7,825
70. Highland Ave/Olympic Blvd	807	1,926	875	1,678	949	1,649	773	1,915	5,286	5,286
71. Crenshaw Blvd/Olympic Blvd	1,334	1,896	1,116	1,940	1,204	1,747	1,184	2,150	6,286	6,285
72. Western Ave/Olympic Blvd	1,468	1,825	1,138	1,755	1,237	1,729	1,305	1,916	6,186	6,187
73. Vermont Ave/Olympic Blvd	1,509	1,994	1,459	1,994	1,468	2,087	1,558	1,843	6,956	6,956
74. Alvarado St/Olympic Blvd	1,403	1,288	848	1,680	947	1,752	958	1,564	5,219	5,221
75. Comstock Ave/Wilshire Blvd	383	2,459	0	1,581	434	1,762	0	2,226	4,423	4,422

AM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	199	96	65	0	70	139	151
2. S Beverly Glen Blvd/Sunset Blvd	0	291	23	121	0	126	41	268
3. N Beverly Glen Blvd/Sunset Blvd	110	186	126	0	30	100	291	0
4. Centinela Ave/Wilshire Blvd	0	109	3	107	0	101	23	95
5. Bundy Dr/Wilshire Blvd	58	121	79	85	65	88	92	98
6. Barrington Ave/Wilshire Blvd	53	150	31	88	17	131	50	124
7. Federal Ave/Wilshire Blvd	147	125	70	131	151	149	23	150
8. Sepulveda Blvd/Wilshire Blvd	-70	276	105	225	137	171	27	200
9. Veteran Ave/Wilshire Blvd	99	169	54	333	126	138	137	253
10. Westwood Blvd/Wilshire Blvd	0	197	137	135	173	152	10	132
11. S Beverly Glen Blvd/Wilshire Blvd	65	317	47	251	76	229	79	296
12. Santa Monica Blvd/Wilshire Blvd	200	306	142	176	131	243	174	275
13. Centinela Ave/Santa Monica Blvd	23	84	43	118	3	93	53	121
14. Bundy Dr/Santa Monica Blvd	92	111	181	93	79	141	175	84
15. Barrington Ave/Santa Monica Blvd	61	48	13	131	56	63	33	102
16. Federal Ave/Santa Monica Blvd	47	36	35	63	17	88	27	48
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	28	31	0	122	0	159	-77	99
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	99	127	159	94	260	0	31
19. Sepulveda Blvd/Santa Monica Blvd	99	160	170	260	302	189	99	99
20. Veteran Ave/Santa Monica Blvd	36	118	87	189	79	138	53	160
21. Westwood Blvd/Santa Monica Blvd	97	231	171	246	202	218	175	151
22. Overland Ave/Santa Monica Blvd	0	229	98	218	0	294	18	231
23. S Beverly Glen Blvd/Santa Monica Blvd	76	219	91	229	65	247	102	199
24. Century Park W/Santa Monica Blvd	0	254	72	231	0	264	97	196
25. Ave of the Stars/Santa Monica Blvd	0	209	156	264	0	310	66	254
26. Century Park E/Santa Monica Blvd	0	255	19	245	0	183	69	268
27. Bundy Dr/Olympic Blvd	106	192	102	151	121	132	123	178
28. Barrington Ave/Olympic Blvd	59	188	162	132	88	160	102	192
29. Sepulveda Blvd/Olympic Blvd	99	192	112	214	170	177	48	224
30. Veteran Ave/Olympic Blvd	53	197	93	177	87	172	67	192
31. Westwood Blvd/Olympic Blvd	155	188	160	190	222	153	132	188
32. Overland Ave/Olympic Blvd	18	239	111	153	98	165	71	188
33. S Beverly Glen Blvd/Olympic Blvd	56	247	159	158	148	206	48	217
34. Century Park W/Olympic Blvd	73	256	0	188	66	229	0	222
35. Century Park E/Olympic Blvd	30	376	136	260	57	285	78	383
36. Sepulveda Blvd/Pico Blvd	98	209	178	129	140	221	108	144
37. Veteran Ave/Pico Blvd	17	173	0	221	65	137	0	209
38. Westwood Blvd/Pico Blvd	123	283	202	154	156	302	105	198
39. Overland Ave/Pico Blvd	71	252	246	302	111	340	137	283
40. Fairfax Ave/3rd St	166	154	78	110	116	99	99	207
41. La Brea Ave/3rd St	257	112	137	122	122	122	270	115
42. Highland Ave/3rd St	75	126	111	122	110	93	142	88
43. Western Ave/3rd St	134	120	142	119	109	126	143	143
44. Vermont Ave/3rd St	172	112	146	159	140	199	162	87
45. Fairfax Ave/6th St	99	94	63	69	89	52	78	105
46. La Brea Ave/6th St	270	121	120	97	137	73	260	138
47. Highland Ave/6th St	142	106	114	73	111	88	113	121
48. Western Ave/6th St	153	110	78	157	71	146	138	142
49. Vermont Ave/6th St	174	97	115	130	139	75	228	75
50. Alvarado St/6th St	140	87	146	90	91	124	197	50
51. San Vicente Blvd/Wilshire Blvd	169	271	177	163	111	189	202	278
52. Fairfax Ave/Wilshire Blvd	78	251	74	194	63	204	94	236
53. La Brea Ave/Wilshire Blvd	260	176	170	158	120	175	243	224
54. Highland Ave/Wilshire Blvd	113	174	66	175	114	143	94	176
55. Crenshaw Blvd/Wilshire Blvd	0	167	72	200	0	168	102	169
56. Western Ave/Wilshire Blvd	138	168	93	230	78	190	162	217
57. Vermont Ave/Wilshire Blvd	228	149	75	197	115	207	173	175
58. Alvarado St/Wilshire Blvd	197	106	151	213	146	185	224	112
59. Fairfax Ave/8th St	94	16	63	5	74	46	58	0
60. La Brea Ave/8th St	243	34	152	15	170	21	213	39
61. Highland Ave/8th St	94	42	76	21	66	84	49	34
62. Crenshaw Blvd/8th St	102	45	66	31	72	45	95	31
63. Western Ave/8th St	152	68	119	50	96	85	137	70
64. Vermont Ave/8th St	138	110	99	150	99	152	142	102
65. Alvarado St/8th St	200	96	92	74	131	124	143	64
66. Fairfax Ave/San Vicente Blvd	86	117	164	195	119	166	113	163
67. Fairfax Ave/Olympic Blvd	113	330	68	208	164	177	55	322
68. San Vicente Blvd/Olympic Blvd	166	311	135	177	117	140	202	330
69. La Brea Ave/Olympic Blvd	213	154	152	191	152	168	213	177
70. Highland Ave/Olympic Blvd	43	149	72	168	68	141	69	154
71. Crenshaw Blvd/Olympic Blvd	95	165	47	202	66	200	79	162
72. Western Ave/Olympic Blvd	131	176	90	213	103	217	119	173
73. Vermont Ave/Olympic Blvd	114	188	117	235	115	230	130	178
74. Alvarado St/Olympic Blvd	168	108	91	184	94	195	117	147
75. Comstock Ave/Wilshire Blvd	31	325	0	229	45	222	0	317

AM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	199	96	65	0	70	139	151
2. S Beverly Glen Blvd/Sunset Blvd	0	291	23	121	0	126	41	268
3. N Beverly Glen Blvd/Sunset Blvd	110	186	126	0	30	100	291	0
4. Centinela Ave/Wilshire Blvd	0	109	3	107	0	101	23	95
5. Bundy Dr/Wilshire Blvd	58	121	79	85	65	88	92	98
6. Barrington Ave/Wilshire Blvd	53	150	31	88	17	131	50	124
7. Federal Ave/Wilshire Blvd	147	125	70	131	151	149	23	150
8. Sepulveda Blvd/Wilshire Blvd	-70	276	105	225	137	171	27	200
9. Veteran Ave/Wilshire Blvd	99	169	54	333	126	138	137	253
10. Westwood Blvd/Wilshire Blvd	0	197	137	135	173	152	10	132
11. S Beverly Glen Blvd/Wilshire Blvd	65	317	47	251	76	229	79	296
12. Santa Monica Blvd/Wilshire Blvd	200	306	142	176	131	243	174	275
13. Centinela Ave/Santa Monica Blvd	23	84	43	118	3	93	53	121
14. Bundy Dr/Santa Monica Blvd	92	111	181	93	79	141	175	84
15. Barrington Ave/Santa Monica Blvd	61	48	13	131	56	63	33	102
16. Federal Ave/Santa Monica Blvd	47	36	35	63	17	88	27	48
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	28	31	0	122	0	159	-77	99
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	99	127	159	94	260	0	31
19. Sepulveda Blvd/Santa Monica Blvd	99	160	170	260	302	189	99	99
20. Veteran Ave/Santa Monica Blvd	36	118	87	189	79	138	53	160
21. Westwood Blvd/Santa Monica Blvd	97	231	171	246	202	218	175	151
22. Overland Ave/Santa Monica Blvd	0	229	98	218	0	294	18	231
23. S Beverly Glen Blvd/Santa Monica Blvd	76	219	91	229	65	247	102	199
24. Century Park W/Santa Monica Blvd	0	254	72	231	0	264	97	196
25. Ave of the Stars/Santa Monica Blvd	0	209	156	264	0	310	66	254
26. Century Park E/Santa Monica Blvd	0	255	19	245	0	183	69	268
27. Bundy Dr/Olympic Blvd	106	192	102	151	121	132	123	178
28. Barrington Ave/Olympic Blvd	59	188	162	132	88	160	102	192
29. Sepulveda Blvd/Olympic Blvd	99	192	112	214	170	177	48	224
30. Veteran Ave/Olympic Blvd	53	197	93	177	87	172	67	192
31. Westwood Blvd/Olympic Blvd	155	188	160	190	222	153	132	188
32. Overland Ave/Olympic Blvd	18	239	111	153	98	165	71	188
33. S Beverly Glen Blvd/Olympic Blvd	56	247	159	158	148	206	48	217
34. Century Park W/Olympic Blvd	73	256	0	188	66	229	0	222
35. Century Park E/Olympic Blvd	30	376	136	260	57	285	78	383
36. Sepulveda Blvd/Pico Blvd	98	209	178	129	140	221	108	144
37. Veteran Ave/Pico Blvd	17	173	0	221	65	137	0	209
38. Westwood Blvd/Pico Blvd	123	283	202	154	156	302	105	198
39. Overland Ave/Pico Blvd	71	252	246	302	111	340	137	283
40. Fairfax Ave/3rd St	166	154	78	110	116	99	99	207
41. La Brea Ave/3rd St	257	112	137	122	122	122	270	115
42. Highland Ave/3rd St	75	126	111	122	110	93	142	88
43. Western Ave/3rd St	134	120	142	119	109	126	143	143
44. Vermont Ave/3rd St	172	112	146	159	140	199	162	87
45. Fairfax Ave/6th St	99	94	63	69	89	52	78	105
46. La Brea Ave/6th St	270	121	120	97	137	73	260	138
47. Highland Ave/6th St	142	106	114	73	111	88	113	121
48. Western Ave/6th St	153	110	78	157	71	146	138	142
49. Vermont Ave/6th St	174	97	115	130	139	75	228	75
50. Alvarado St/6th St	140	87	146	90	91	124	197	50
51. San Vicente Blvd/Wilshire Blvd	169	271	177	163	111	189	202	278
52. Fairfax Ave/Wilshire Blvd	78	251	74	194	63	204	94	236
53. La Brea Ave/Wilshire Blvd	260	176	170	158	120	175	243	224
54. Highland Ave/Wilshire Blvd	113	174	66	175	114	143	94	176
55. Crenshaw Blvd/Wilshire Blvd	0	167	72	200	0	168	102	169
56. Western Ave/Wilshire Blvd	138	168	93	230	78	190	162	217
57. Vermont Ave/Wilshire Blvd	228	149	75	197	115	207	173	175
58. Alvarado St/Wilshire Blvd	197	106	151	213	146	185	224	112
59. Fairfax Ave/8th St	94	16	63	5	74	46	58	0
60. La Brea Ave/8th St	243	34	152	15	170	21	213	39
61. Highland Ave/8th St	94	42	76	21	66	84	49	34
62. Crenshaw Blvd/8th St	102	45	66	31	72	45	95	31
63. Western Ave/8th St	152	68	119	50	96	85	137	70
64. Vermont Ave/8th St	138	110	99	150	99	152	142	102
65. Alvarado St/8th St	200	96	92	74	131	124	143	64
66. Fairfax Ave/San Vicente Blvd	86	117	164	195	119	166	113	163
67. Fairfax Ave/Olympic Blvd	113	330	68	208	164	177	55	322
68. San Vicente Blvd/Olympic Blvd	166	311	135	177	117	140	202	330
69. La Brea Ave/Olympic Blvd	213	154	152	191	152	168	213	177
70. Highland Ave/Olympic Blvd	43	149	72	168	68	141	69	154
71. Crenshaw Blvd/Olympic Blvd	95	165	47	202	66	200	79	162
72. Western Ave/Olympic Blvd	131	176	90	213	103	217	119	173
73. Vermont Ave/Olympic Blvd	114	188	117	235	115	230	130	178
74. Alvarado St/Olympic Blvd	168	108	91	184	94	195	117	147
75. Comstock Ave/Wilshire Blvd	31	325	0	229	45	222	0	317

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2012 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,648	609	2,247	0	2,514	662	1,327
2. S Beverly Glen Blvd/Sunset Blvd	169	2,381	510	1,058	179	1,323	657	1,959
3. N Beverly Glen Blvd/Sunset Blvd	1,144	1,380	126	1,198	382	1,092	291	2,083
4. Centinela Ave/Wilshire Blvd	20	1,636	171	1,118	49	1,125	103	1,668
5. Bundy Dr/Wilshire Blvd	767	1,626	927	1,355	809	1,368	839	1,659
6. Barrington Ave/Wilshire Blvd	711	1,788	642	1,228	502	1,508	540	1,819
7. Federal Ave/Wilshire Blvd	1,714	2,705	561	1,903	1,330	3,296	400	1,858
8. Sepulveda Blvd/Wilshire Blvd	1,142	3,020	771	3,198	514	3,484	917	3,213
9. Veteran Ave/Wilshire Blvd	544	2,706	1,056	4,729	1,326	4,097	500	3,111
10. Westwood Blvd/Wilshire Blvd	492	2,335	998	2,733	1,305	2,333	586	2,333
11. S Beverly Glen Blvd/Wilshire Blvd	808	2,259	733	2,538	674	2,236	1,141	2,287
12. Santa Monica Blvd/Wilshire Blvd	2,201	2,255	910	2,323	1,460	1,814	1,816	2,598
13. Centinela Ave/Santa Monica Blvd	330	1,160	507	863	383	867	397	1,216
14. Bundy Dr/Santa Monica Blvd	1,054	1,227	1,174	831	1,029	878	1,139	1,242
15. Barrington Ave/Santa Monica Blvd	686	1,244	761	1,226	708	1,218	670	1,321
16. Federal Ave/Santa Monica Blvd	376	1,319	276	1,190	328	1,325	241	1,265
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,189	2,115	0	1,697	0	1,886	1,360	1,754
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,659	2,051	1,871	1,242	2,218	0	2,122
19. Sepulveda Blvd/Santa Monica Blvd	679	1,723	1,083	2,157	1,120	2,002	880	1,639
20. Veteran Ave/Santa Monica Blvd	369	1,742	502	2,096	541	2,078	315	1,774
21. Westwood Blvd/Santa Monica Blvd	917	1,993	1,361	2,255	1,502	2,273	1,040	1,711
22. Overland Ave/Santa Monica Blvd	149	2,131	423	1,998	0	2,269	418	2,012
23. S Beverly Glen Blvd/Santa Monica Blvd	1,752	1,581	1,075	2,029	890	2,608	1,346	1,592
24. Century Park W/Santa Monica Blvd	0	1,708	256	2,669	0	2,512	578	1,543
25. Ave of the Stars/Santa Monica Blvd	0	1,942	649	2,514	6	2,188	1,211	1,701
26. Century Park E/Santa Monica Blvd	0	2,782	417	2,120	0	1,735	1,584	2,000
27. Bundy Dr/Olympic Blvd	1,547	2,184	1,942	1,598	1,751	1,849	1,496	2,179
28. Barrington Ave/Olympic Blvd	984	1,917	1,730	1,580	1,272	2,036	752	2,152
29. Sepulveda Blvd/Olympic Blvd	697	2,420	1,425	2,132	1,295	2,268	626	2,488
30. Veteran Ave/Olympic Blvd	310	2,292	491	2,112	451	2,195	249	2,309
31. Westwood Blvd/Olympic Blvd	809	2,384	1,197	2,251	1,260	2,386	662	2,336
32. Overland Ave/Olympic Blvd	365	2,444	687	2,522	364	2,800	503	2,351
33. S Beverly Glen Blvd/Olympic Blvd	1,283	2,516	1,144	3,070	1,072	3,450	790	2,698
34. Century Park W/Olympic Blvd	235	2,266	0	3,740	1,063	3,007	0	2,171
35. Century Park E/Olympic Blvd	1,438	3,035	907	2,048	566	2,518	639	3,706
36. Sepulveda Blvd/Pico Blvd	706	1,576	1,821	1,936	1,448	2,077	735	1,779
37. Veteran Ave/Pico Blvd	115	1,647	0	2,089	285	1,912	0	1,655
38. Westwood Blvd/Pico Blvd	681	1,927	1,164	1,805	1,263	1,965	576	1,773
39. Overland Ave/Pico Blvd	603	1,953	1,918	1,979	694	2,831	1,119	1,810
40. Fairfax Ave/3rd St	1,491	1,900	990	799	1,082	945	1,452	1,714
41. La Brea Ave/3rd St	2,045	1,590	1,610	1,202	1,563	1,188	2,064	1,634
42. Highland Ave/3rd St	1,506	1,530	1,236	1,196	1,339	1,091	1,549	1,488
43. Western Ave/3rd St	1,369	1,312	1,177	1,303	1,146	1,360	1,280	1,382
44. Vermont Ave/3rd St	1,607	1,284	1,433	1,457	1,546	1,403	1,494	1,337
45. Fairfax Ave/6th St	1,403	792	727	341	799	381	1,455	626
46. La Brea Ave/6th St	2,034	1,245	1,593	813	1,579	806	1,924	1,375
47. Highland Ave/6th St	1,558	1,207	1,246	751	1,239	794	1,446	1,281
48. Western Ave/6th St	1,281	1,069	1,047	1,049	1,045	1,032	1,225	1,145
49. Vermont Ave/6th St	1,490	1,228	1,472	1,324	1,491	1,338	1,453	1,233
50. Alvarado St/6th St	1,422	779	1,057	1,235	1,064	1,183	1,432	814
51. San Vicente Blvd/Wilshire Blvd	1,505	1,816	1,768	1,434	1,609	1,480	1,298	2,136
52. Fairfax Ave/Wilshire Blvd	1,770	1,846	1,294	1,012	1,103	1,118	1,578	2,124
53. La Brea Ave/Wilshire Blvd	1,852	1,802	1,591	1,272	1,517	1,280	1,743	1,975
54. Highland Ave/Wilshire Blvd	1,258	1,749	1,048	1,284	1,282	1,237	925	1,894
55. Crenshaw Blvd/Wilshire Blvd	0	1,894	1,185	1,537	0	1,576	794	2,246
56. Western Ave/Wilshire Blvd	1,180	1,420	1,037	1,274	951	1,356	1,103	1,519
57. Vermont Ave/Wilshire Blvd	1,478	1,591	1,456	1,617	1,407	1,634	1,419	1,703
58. Alvarado St/Wilshire Blvd	1,400	1,040	1,045	1,385	1,061	1,358	1,320	1,130
59. Fairfax Ave/8th St	1,167	436	1,110	23	1,210	276	1,250	0
60. La Brea Ave/8th St	1,770	230	1,613	172	1,578	115	1,760	331
61. Highland Ave/8th St	950	70	1,122	43	1,116	124	836	109
62. Crenshaw Blvd/8th St	739	542	1,210	225	1,133	336	1,011	234
63. Western Ave/8th St	1,270	608	1,102	676	1,106	700	1,270	579
64. Vermont Ave/8th St	1,316	684	1,620	799	1,530	819	1,274	793
65. Alvarado St/8th St	1,101	637	1,061	739	1,080	816	1,010	631
66. Fairfax Ave/San Vicente Blvd	1,277	1,755	1,015	949	1,166	889	1,196	1,744
67. Fairfax Ave/Olympic Blvd	1,146	1,969	925	1,540	1,018	1,437	840	2,283
68. San Vicente Blvd/Olympic Blvd	931	2,439	1,425	1,453	1,721	1,262	1,117	2,149
69. La Brea Ave/Olympic Blvd	1,884	1,711	1,629	1,385	1,618	1,400	1,719	1,872
70. Highland Ave/Olympic Blvd	842	1,810	819	1,411	870	1,314	928	1,769
71. Crenshaw Blvd/Olympic Blvd	1,114	2,585	1,259	1,462	1,199	1,494	1,094	2,630
72. Western Ave/Olympic Blvd	1,291	1,721	1,117	1,877	1,097	1,962	1,096	1,853
73. Vermont Ave/Olympic Blvd	1,286	1,628	1,469	1,702	1,458	1,682	1,243	1,701
74. Alvarado St/Olympic Blvd	1,164	1,104	953	1,694	997	1,713	833	1,376
75. Comstock Ave/Wilshire Blvd	274	2,551	126	2,335	240	2,441	215	2,389

POST-PROCESS THESE NUMBERS

2012NP AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	609	662	0	0	2,247	1,327	1,648	2,514	4,504	4,504
2. S Beverly Glen Blvd/Sunset Blvd	510	657	169	179	1,058	1,959	2,381	1,323	4,118	4,118
3. N Beverly Glen Blvd/Sunset Blvd	126	291	1,144	382	1,198	2,083	1,380	1,092	3,849	3,848
4. Centinela Ave/Wilshire Blvd	171	103	20	49	1,118	1,668	1,636	1,125	2,944	2,944
5. Bundy Dr/Wilshire Blvd	927	839	767	809	1,355	1,659	1,626	1,368	4,675	4,675
6. Barrington Ave/Wilshire Blvd	642	540	711	502	1,228	1,819	1,788	1,508	4,369	4,369
7. Federal Ave/Wilshire Blvd	561	400	1,714	1,330	1,903	1,858	2,705	3,296	6,884	6,884
8. Sepulveda Blvd/Wilshire Blvd	771	917	1,142	514	3,198	3,213	3,020	3,484	8,130	8,129
9. Veteran Ave/Wilshire Blvd	1,056	500	544	1,326	4,729	3,111	2,706	4,097	9,035	9,034
10. Westwood Blvd/Wilshire Blvd	998	586	492	1,305	2,733	2,333	2,335	2,333	6,558	6,556
11. S Beverly Glen Blvd/Wilshire Blvd	733	1,141	808	674	2,538	2,287	2,259	2,236	6,338	6,338
12. Santa Monica Blvd/Wilshire Blvd	910	1,816	2,201	1,460	2,323	2,598	2,255	1,814	7,689	7,688
13. Centinela Ave/Santa Monica Blvd	507	397	330	383	863	1,216	1,160	867	2,860	2,862
14. Bundy Dr/Santa Monica Blvd	1,174	1,139	1,054	1,029	831	1,242	1,227	878	4,286	4,288
15. Barrington Ave/Santa Monica Blvd	761	670	686	708	1,226	1,321	1,244	1,218	3,916	3,917
16. Federal Ave/Santa Monica Blvd	276	241	376	328	1,190	1,265	1,319	1,325	3,160	3,159
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,360	1,189	0	1,697	1,754	2,115	1,886	5,001	5,001
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,051	0	0	1,242	1,871	2,122	1,659	2,218	5,582	5,582
19. Sepulveda Blvd/Santa Monica Blvd	1,083	880	679	1,120	2,157	1,639	1,723	2,002	5,641	5,641
20. Veteran Ave/Santa Monica Blvd	502	315	369	541	2,096	1,774	1,742	2,078	4,709	4,709
21. Westwood Blvd/Santa Monica Blvd	1,361	1,040	917	1,502	2,255	1,711	1,993	2,273	6,525	6,526
22. Overland Ave/Santa Monica Blvd	423	418	149	0	1,998	2,012	2,131	2,269	4,701	4,699
23. S Beverly Glen Blvd/Santa Monica Blvd	1,075	1,346	1,752	890	2,029	1,592	1,581	2,608	6,438	6,436
24. Century Park W/Santa Monica Blvd	256	578	0	0	2,669	1,543	1,708	2,512	4,633	4,633
25. Ave of the Stars/Santa Monica Blvd	649	1,211	0	6	2,514	1,701	1,942	2,188	5,105	5,106
26. Century Park E/Santa Monica Blvd	417	1,584	0	0	2,120	2,000	2,782	1,735	5,319	5,320
27. Bundy Dr/Olympic Blvd	1,942	1,496	1,547	1,751	1,598	2,179	2,184	1,849	7,272	7,275
28. Barrington Ave/Olympic Blvd	1,730	752	984	1,272	1,580	2,152	1,917	2,036	6,212	6,213
29. Sepulveda Blvd/Olympic Blvd	1,425	626	697	1,295	2,132	2,488	2,420	2,268	6,675	6,677
30. Veteran Ave/Olympic Blvd	491	249	310	451	2,112	2,309	2,292	2,195	5,206	5,204
31. Westwood Blvd/Olympic Blvd	1,197	662	809	1,260	2,251	2,336	2,384	2,386	6,642	6,644
32. Overland Ave/Olympic Blvd	687	503	365	364	2,522	2,351	2,444	2,800	6,017	6,018
33. S Beverly Glen Blvd/Olympic Blvd	1,144	790	1,283	1,072	3,070	2,698	2,516	3,450	8,012	8,011
34. Century Park W/Olympic Blvd	0	0	235	1,063	3,740	2,171	2,266	3,007	6,241	6,241
35. Century Park E/Olympic Blvd	907	639	1,438	566	2,048	3,706	3,035	2,518	7,428	7,429
36. Sepulveda Blvd/Pico Blvd	1,821	735	706	1,448	1,936	1,779	1,576	2,077	6,039	6,038
37. Veteran Ave/Pico Blvd	0	0	115	285	2,089	1,655	1,647	1,912	3,852	3,852
38. Westwood Blvd/Pico Blvd	1,164	576	681	1,263	1,805	1,773	1,927	1,965	5,578	5,577
39. Overland Ave/Pico Blvd	1,918	1,119	603	694	1,979	1,810	1,953	2,831	6,454	6,454
40. Fairfax Ave/3rd St	990	1,452	1,491	1,082	799	1,714	1,900	945	5,180	5,193
41. La Brea Ave/3rd St	1,610	2,064	2,045	1,563	1,202	1,634	1,590	1,188	6,448	6,449
42. Highland Ave/3rd St	1,236	1,549	1,506	1,339	1,196	1,488	1,530	1,091	5,468	5,467
43. Western Ave/3rd St	1,177	1,280	1,369	1,146	1,303	1,382	1,312	1,360	5,161	5,167
44. Vermont Ave/3rd St	1,433	1,494	1,607	1,546	1,457	1,337	1,284	1,403	5,781	5,780
45. Fairfax Ave/6th St	727	1,455	1,403	799	341	626	792	381	3,262	3,261
46. La Brea Ave/6th St	1,593	1,924	2,034	1,579	813	1,375	1,245	806	5,684	5,684
47. Highland Ave/6th St	1,246	1,446	1,558	1,239	751	1,281	1,207	794	4,762	4,760
48. Western Ave/6th St	1,047	1,225	1,281	1,045	1,049	1,145	1,069	1,032	4,447	4,446
49. Vermont Ave/6th St	1,472	1,453	1,490	1,491	1,324	1,233	1,228	1,338	5,515	5,516
50. Alvarado St/6th St	1,057	1,432	1,422	1,064	1,235	814	779	1,183	4,493	4,492
51. San Vicente Blvd/Wilshire Blvd	1,768	1,298	1,505	1,609	1,434	2,136	1,816	1,480	6,524	6,524
52. Fairfax Ave/Wilshire Blvd	1,294	1,578	1,770	1,103	1,012	2,124	1,846	1,118	5,922	5,922
53. La Brea Ave/Wilshire Blvd	1,591	1,743	1,852	1,517	1,272	1,975	1,802	1,280	6,518	6,516
54. Highland Ave/Wilshire Blvd	1,048	925	1,258	1,282	1,284	1,894	1,749	1,237	5,339	5,338
55. Crenshaw Blvd/Wilshire Blvd	1,185	794	0	0	1,537	2,246	1,894	1,576	4,617	4,617
56. Western Ave/Wilshire Blvd	1,037	1,103	1,180	951	1,274	1,519	1,420	1,356	4,911	4,929
57. Vermont Ave/Wilshire Blvd	1,456	1,419	1,478	1,407	1,617	1,703	1,591	1,634	6,142	6,163
58. Alvarado St/Wilshire Blvd	1,045	1,320	1,400	1,061	1,385	1,130	1,040	1,358	4,870	4,870
59. Fairfax Ave/8th St	1,110	1,250	1,167	1,210	23	0	436	276	2,736	2,736
60. La Brea Ave/8th St	1,613	1,760	1,770	1,578	172	331	230	115	3,786	3,785
61. Highland Ave/8th St	1,122	836	950	1,116	43	109	70	124	2,186	2,186
62. Crenshaw Blvd/8th St	1,210	1,011	739	1,133	225	234	542	336	2,715	2,714
63. Western Ave/8th St	1,102	1,270	1,270	1,106	676	579	608	700	3,656	3,655
64. Vermont Ave/8th St	1,620	1,274	1,316	1,530	799	793	684	819	4,419	4,417
65. Alvarado St/8th St	1,061	1,010	1,101	1,080	739	631	637	816	3,538	3,538
66. Fairfax Ave/San Vicente Blvd	1,015	1,196	1,277	1,166	949	1,744	1,755	889	4,996	4,995
67. Fairfax Ave/Olympic Blvd	925	840	1,146	1,018	1,540	2,283	1,969	1,437	5,579	5,578
68. San Vicente Blvd/Olympic Blvd	1,425	1,117	931	1,721	1,453	2,149	2,439	1,262	6,249	6,249
69. La Brea Ave/Olympic Blvd	1,629	1,719	1,884	1,618	1,385	1,872	1,711	1,400	6,609	6,609
70. Highland Ave/Olympic Blvd	819	928	842	870	1,411	1,769	1,810	1,314	4,881	4,881
71. Crenshaw Blvd/Olympic Blvd	1,259	1,094	1,114	1,199	1,462	2,630	2,585	1,494	6,419	6,417
72. Western Ave/Olympic Blvd	1,117	1,096	1,291	1,097	1,877	1,853	1,721	1,962	6,006	6,008
73. Vermont Ave/Olympic Blvd	1,469	1,243	1,286	1,458	1,702	1,701	1,628	1,682	6,085	6,084
74. Alvarado St/Olympic Blvd	953	833	1,164	997	1,694	1,376	1,104	1,713	4,917	4,919
75. Comstock Ave/Wilshire Blvd	126	215	274	240	2,335	2,389	2,551	2,441	5,286	5,285

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NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

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NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,490	1,667	792	0	1,283	543	2,123	3,949	3,949
2. S Beverly Glen Blvd/Sunset Blvd	0	1,483	710	1,745	0	2,403	402	1,133	3,938	3,938
3. N Beverly Glen Blvd/Sunset Blvd	625	1,035	2,403	0	1,350	1,230	1,483	0	4,063	4,063
4. Centinela Ave/Wilshire Blvd	0	1,395	295	1,449	0	1,672	136	1,331	3,139	3,139
5. Bundy Dr/Wilshire Blvd	635	1525	1140	1574	880	1730	968	1295	4,874	4,873
6. Barrington Ave/Wilshire Blvd	574	1687	580	2021	594	2024	487	1757	4,862	4,862
7. Federal Ave/Wilshire Blvd	2422	1362	579	2024	1055	3037	607	1687	6,387	6,386
8. Sepulveda Blvd/Wilshire Blvd	625	3177	1025	2922	1561	2512	904	2771	7,749	7,748
9. Veteran Ave/Wilshire Blvd	1221	3131	829	3276	1456	2562	596	3841	8,457	8,455
10. Westwood Blvd/Wilshire Blvd	2136	1809	726	2259	1567	2020	1060	2280	6,930	6,927
11. S Beverly Glen Blvd/Wilshire Blvd	660	1707	1098	2423	838	1933	925	2191	5,888	5,887
12. Santa Monica Blvd/Wilshire Blvd	1493	2263	1751	2343	1933	1851	1770	2297	7,850	7,851
13. Centinela Ave/Santa Monica Blvd	136	778	317	1478	295	1036	308	1069	2,709	2,708
14. Bundy Dr/Santa Monica Blvd	968	1098	1714	1036	1140	1374	1527	778	4,816	4,819
15. Barrington Ave/Santa Monica Blvd	704	1127	761	1784	880	1632	739	1125	4,376	4,376
16. Federal Ave/Santa Monica Blvd	579	1222	332	1632	600	1670	370	1127	3,765	3,767
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	821	2205	0	2487	0	2289	1111	2113	5,513	5,513
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2538	921	2289	1820	1724	0	2205	5,748	5,749
19. Sepulveda Blvd/Santa Monica Blvd	1311	2175	1276	1724	1175	1593	1180	2538	6,486	6,486
20. Veteran Ave/Santa Monica Blvd	692	2089	364	1593	295	1897	371	2175	4,738	4,738
21. Westwood Blvd/Santa Monica Blvd	1630	1917	1380	1713	1129	1910	1693	1907	6,640	6,639
22. Overland Ave/Santa Monica Blvd	0	2470	423	1910	0	2231	656	1917	4,803	4,804
23. S Beverly Glen Blvd/Santa Monica Blvd	796	2183	1286	1799	965	1971	1056	2072	6,064	6,064
24. Century Park W/Santa Monica Blvd	0	2245	726	1746	0	2029	715	1972	4,717	4,716
25. Ave of the Stars/Santa Monica Blvd	0	2022	976	2029	0	1978	804	2245	5,027	5,027
26. Century Park E/Santa Monica Blvd	0	2277	202	2828	0	2949	442	1917	5,307	5,308
27. Bundy Dr/Olympic Blvd	1519	1582	1257	1971	1270	1907	1541	1611	6,329	6,329
28. Barrington Ave/Olympic Blvd	845	2044	1303	1907	1069	1682	1766	1582	6,099	6,099
29. Sepulveda Blvd/Olympic Blvd	1180	2836	876	2464	1276	2365	1704	2011	7,356	7,356
30. Veteran Ave/Olympic Blvd	371	3077	238	2365	364	2333	517	2836	6,051	6,050
31. Westwood Blvd/Olympic Blvd	1433	3053	1220	2100	1143	2198	1513	2952	7,806	7,806
32. Overland Ave/Olympic Blvd	656	3523	473	2198	423	2317	1057	3053	6,850	6,850
33. S Beverly Glen Blvd/Olympic Blvd	1486	3233	878	2080	1052	2156	1132	3337	7,677	7,677
34. Century Park W/Olympic Blvd	1177	2334	0	1873	577	2090	0	2717	5,384	5,384
35. Century Park E/Olympic Blvd	1042	2163	652	2751	251	2555	988	2815	6,608	6,609
36. Sepulveda Blvd/Pico Blvd	1839	1828	1088	1389	1065	1473	1798	1809	6,144	6,145
37. Veteran Ave/Pico Blvd	382	1652	0	1473	49	1630	0	1828	3,507	3,507
38. Westwood Blvd/Pico Blvd	1364	1559	901	1725	985	1518	1602	1445	5,549	5,550
39. Overland Ave/Pico Blvd	1057	2036	1073	1518	473	1947	1706	1559	5,684	5,685
40. Fairfax Ave/3rd St	1070	1144	1287	1511	1359	1606	1073	984	5,012	5,022
41. La Brea Ave/3rd St	1691	1193	2230	1189	2022	1227	1836	1218	6,303	6,303
42. Highland Ave/3rd St	1324	1239	1892	1042	1734	1050	1585	1128	5,497	5,497
43. Western Ave/3rd St	1017	1151	1493	1403	1355	1257	1279	1179	5,064	5,070
44. Vermont Ave/3rd St	1545	1652	1961	1305	2233	955	1572	1703	6,463	6,463
45. Fairfax Ave/6th St	1073	507	1335	673	1297	705	1046	539	3,588	3,587
46. La Brea Ave/6th St	1836	805	2097	1164	2230	896	1744	1032	5,902	5,902
47. Highland Ave/6th St	1585	1007	1672	896	1897	1061	1397	805	5,160	5,160
48. Western Ave/6th St	966	1232	1622	1397	1487	1067	1321	1342	5,217	5,217
49. Vermont Ave/6th St	1686	1250	2430	1277	2143	1168	1952	1380	6,643	6,643
50. Alvarado St/6th St	959	1378	1482	965	1255	1159	1110	1260	4,784	4,784
51. San Vicente Blvd/Wilshire Blvd	1756	1627	1113	2160	1280	2445	1548	1382	6,656	6,655
52. Fairfax Ave/Wilshire Blvd	1046	1541	1424	2267	1335	2021	1128	1794	6,278	6,278
53. La Brea Ave/Wilshire Blvd	1744	1386	2535	1813	2097	2007	1943	1431	7,478	7,478
54. Highland Ave/Wilshire Blvd	1397	1576	857	2007	1672	1826	954	1386	5,837	5,838
55. Crenshaw Blvd/Wilshire Blvd	0	2282	1428	1776	0	2640	1313	1532	5,486	5,485
56. Western Ave/Wilshire Blvd	1321	1736	1634	2065	1622	1813	1415	1924	6,756	6,774
57. Vermont Ave/Wilshire Blvd	1952	1925	1553	1919	2430	1802	1556	1582	7,349	7,370
58. Alvarado St/Wilshire Blvd	1110	1382	1604	1275	1482	1075	1310	1506	5,371	5,373
59. Fairfax Ave/8th St	1128	928	795	134	1424	779	783	0	2,985	2,986
60. La Brea Ave/8th St	1943	360	2302	543	2535	380	2070	162	5,148	5,147
61. Highland Ave/8th St	954	513	1041	380	857	785	885	360	2,888	2,887
62. Crenshaw Blvd/8th St	1313	436	1456	264	1428	554	1302	186	3,469	3,470
63. Western Ave/8th St	1386	837	1333	606	1549	705	1153	756	4,162	4,163
64. Vermont Ave/8th St	1430	1269	1461	1187	1472	1153	1434	1287	5,347	5,346
65. Alvarado St/8th St	1141	1001	1461	700	1566	684	1126	927	4,303	4,303
66. Fairfax Ave/San Vicente Blvd	1435	1651	1385	2020	1262	1859	1583	1787	6,491	6,491
67. Fairfax Ave/Olympic Blvd	1583	1884	711	2771	1385	2373	894	2297	6,949	6,949
68. San Vicente Blvd/Olympic Blvd	1859	1948	1592	2373	1651	2502	1735	1884	7,772	7,772
69. La Brea Ave/Olympic Blvd	2070	1607	2310	2371	2302	2102	2141	1813	8,358	8,358
70. Highland Ave/Olympic Blvd	804	1682	858	2102	987	2033	820	1607	5,446	5,447
71. Crenshaw Blvd/Olympic Blvd	1302	1718	1355	2220	1456	1992	1182	1962	6,595	6,592
72. Western Ave/Olympic Blvd	1423	1899	1279	1877	1487	1813	1324	1854	6,478	6,478
73. Vermont Ave/Olympic Blvd	1490	2329	1536	1892	1583	1988	1560	2117	7,247	7,248
74. Alvarado St/Olympic Blvd	1084	1719	1109	1516	1397	1337	893	1800	5,428	5,427
75. Comstock Ave/Wilshire Blvd	451	2034	0	1933	412	2298	0	1707	4,418	4,417

PM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	92	217	61	0	125	13	232
2. S Beverly Glen Blvd/Sunset Blvd	0	193	64	203	0	290	2	167
3. N Beverly Glen Blvd/Sunset Blvd	48	143	290	0	141	148	193	0
4. Centinela Ave/Wilshire Blvd	0	80	32	139	0	174	-4	81
5. Bundy Dr/Wilshire Blvd	30	51	102	164	48	197	35	67
6. Barrington Ave/Wilshire Blvd	30	76	42	212	45	226	23	66
7. Federal Ave/Wilshire Blvd	226	-16	33	226	95	270	27	76
8. Sepulveda Blvd/Wilshire Blvd	-138	261	61	354	251	148	-59	196
9. Veteran Ave/Wilshire Blvd	-20	265	98	320	18	348	29	266
10. Westwood Blvd/Wilshire Blvd	18	145	-46	241	26	198	27	104
11. S Beverly Glen Blvd/Wilshire Blvd	36	228	101	289	89	302	8	254
12. Santa Monica Blvd/Wilshire Blvd	119	237	144	232	194	227	108	203
13. Centinela Ave/Santa Monica Blvd	-4	59	42	153	32	117	17	84
14. Bundy Dr/Santa Monica Blvd	35	99	177	117	102	146	123	59
15. Barrington Ave/Santa Monica Blvd	44	101	58	115	80	107	8	122
16. Federal Ave/Santa Monica Blvd	34	103	28	107	64	81	28	101
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	89	109	0	142	0	142	79	119
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	104	93	142	92	139	0	109
19. Sepulveda Blvd/Santa Monica Blvd	53	169	111	139	155	110	103	104
20. Veteran Ave/Santa Monica Blvd	93	97	44	110	25	117	34	169
21. Westwood Blvd/Santa Monica Blvd	107	197	101	154	55	227	136	140
22. Overland Ave/Santa Monica Blvd	0	226	63	227	0	250	70	197
23. S Beverly Glen Blvd/Santa Monica Blvd	27	198	122	208	111	189	69	187
24. Century Park W/Santa Monica Blvd	0	258	86	175	0	233	98	187
25. Ave of the Stars/Santa Monica Blvd	0	249	130	233	0	270	84	258
26. Century Park E/Santa Monica Blvd	0	172	45	313	0	279	55	197
27. Bundy Dr/Olympic Blvd	82	156	55	182	47	185	61	182
28. Barrington Ave/Olympic Blvd	50	167	110	185	60	149	147	156
29. Sepulveda Blvd/Olympic Blvd	103	175	81	228	111	207	86	181
30. Veteran Ave/Olympic Blvd	34	209	17	207	44	176	71	175
31. Westwood Blvd/Olympic Blvd	124	239	95	208	82	212	133	239
32. Overland Ave/Olympic Blvd	70	315	79	212	63	255	118	239
33. S Beverly Glen Blvd/Olympic Blvd	104	343	87	253	121	256	98	312
34. Century Park W/Olympic Blvd	113	267	0	228	71	231	0	306
35. Century Park E/Olympic Blvd	130	320	85	275	49	358	97	308
36. Sepulveda Blvd/Pico Blvd	107	198	104	123	82	161	139	150
37. Veteran Ave/Pico Blvd	50	166	0	161	16	165	0	198
38. Westwood Blvd/Pico Blvd	122	161	120	165	102	181	127	158
39. Overland Ave/Pico Blvd	118	250	113	181	79	240	183	161
40. Fairfax Ave/3rd St	73	75	107	175	127	156	51	105
41. La Brea Ave/3rd St	129	102	220	108	223	113	110	112
42. Highland Ave/3rd St	97	126	118	95	120	87	108	121
43. Western Ave/3rd St	116	124	172	142	182	126	127	124
44. Vermont Ave/3rd St	144	153	249	103	269	74	146	160
45. Fairfax Ave/6th St	51	82	100	83	117	79	87	32
46. La Brea Ave/6th St	110	102	210	132	220	101	90	143
47. Highland Ave/6th St	108	93	116	101	123	91	102	102
48. Western Ave/6th St	80	149	165	155	182	116	93	158
49. Vermont Ave/6th St	148	164	222	104	257	126	148	106
50. Alvarado St/6th St	104	162	196	85	129	120	145	154
51. San Vicente Blvd/Wilshire Blvd	171	219	200	274	146	302	193	223
52. Fairfax Ave/Wilshire Blvd	87	173	86	205	100	213	18	220
53. La Brea Ave/Wilshire Blvd	90	113	222	195	210	162	117	131
54. Highland Ave/Wilshire Blvd	102	122	63	162	116	151	71	113
55. Crenshaw Blvd/Wilshire Blvd	0	183	139	145	0	217	66	183
56. Western Ave/Wilshire Blvd	93	174	167	224	165	151	135	225
57. Vermont Ave/Wilshire Blvd	148	176	159	153	222	156	124	155
58. Alvarado St/Wilshire Blvd	145	164	207	128	196	108	179	162
59. Fairfax Ave/8th St	18	81	83	45	86	89	52	0
60. La Brea Ave/8th St	117	30	209	47	222	34	116	30
61. Highland Ave/8th St	71	82	86	34	63	115	64	30
62. Crenshaw Blvd/8th St	66	44	160	21	139	51	88	14
63. Western Ave/8th St	135	79	182	51	163	63	122	101
64. Vermont Ave/8th St	123	142	148	121	150	105	114	165
65. Alvarado St/8th St	124	144	146	75	176	93	104	117
66. Fairfax Ave/San Vicente Blvd	107	180	130	173	108	93	194	196
67. Fairfax Ave/Olympic Blvd	194	196	41	272	130	271	50	251
68. San Vicente Blvd/Olympic Blvd	93	176	202	271	180	216	150	196
69. La Brea Ave/Olympic Blvd	116	171	213	190	209	173	128	180
70. Highland Ave/Olympic Blvd	56	145	65	173	78	131	60	171
71. Crenshaw Blvd/Olympic Blvd	88	176	156	185	160	181	84	177
72. Western Ave/Olympic Blvd	112	212	106	164	139	192	109	155
73. Vermont Ave/Olympic Blvd	117	262	138	181	141	217	116	224
74. Alvarado St/Olympic Blvd	106	200	118	138	155	115	97	194
75. Comstock Ave/Wilshire Blvd	2	252	0	302	44	284	0	228

PM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE								1
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	92	217	61	0	125	13	232
2. S Beverly Glen Blvd/Sunset Blvd	0	193	64	203	0	290	2	167
3. N Beverly Glen Blvd/Sunset Blvd	48	143	290	0	141	148	193	0
4. Centinela Ave/Wilshire Blvd	0	80	32	139	0	174	-4	81
5. Bundy Dr/Wilshire Blvd	30	51	102	164	48	197	35	67
6. Barrington Ave/Wilshire Blvd	30	76	42	212	45	226	23	66
7. Federal Ave/Wilshire Blvd	226	-16	33	226	95	270	27	76
8. Sepulveda Blvd/Wilshire Blvd	-138	261	61	354	251	148	-59	196
9. Veteran Ave/Wilshire Blvd	-20	265	98	320	18	348	29	266
10. Westwood Blvd/Wilshire Blvd	18	145	-46	241	26	198	27	104
11. S Beverly Glen Blvd/Wilshire Blvd	36	228	101	289	89	302	8	254
12. Santa Monica Blvd/Wilshire Blvd	119	237	144	232	194	227	108	203
13. Centinela Ave/Santa Monica Blvd	-4	59	42	153	32	117	17	84
14. Bundy Dr/Santa Monica Blvd	35	99	177	117	102	146	123	59
15. Barrington Ave/Santa Monica Blvd	44	101	58	115	80	107	8	122
16. Federal Ave/Santa Monica Blvd	34	103	28	107	64	81	28	101
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	89	109	0	142	0	142	79	119
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	104	93	142	92	139	0	109
19. Sepulveda Blvd/Santa Monica Blvd	53	169	111	139	155	110	103	104
20. Veteran Ave/Santa Monica Blvd	93	97	44	110	25	117	34	169
21. Westwood Blvd/Santa Monica Blvd	107	197	101	154	55	227	136	140
22. Overland Ave/Santa Monica Blvd	0	226	63	227	0	250	70	197
23. S Beverly Glen Blvd/Santa Monica Blvd	27	198	122	208	111	189	69	187
24. Century Park W/Santa Monica Blvd	0	258	86	175	0	233	98	187
25. Ave of the Stars/Santa Monica Blvd	0	249	130	233	0	270	84	258
26. Century Park E/Santa Monica Blvd	0	172	45	313	0	279	55	197
27. Bundy Dr/Olympic Blvd	82	156	55	182	47	185	61	182
28. Barrington Ave/Olympic Blvd	50	167	110	185	60	149	147	156
29. Sepulveda Blvd/Olympic Blvd	103	175	81	228	111	207	86	181
30. Veteran Ave/Olympic Blvd	34	209	17	207	44	176	71	175
31. Westwood Blvd/Olympic Blvd	124	239	95	208	82	212	133	239
32. Overland Ave/Olympic Blvd	70	315	79	212	63	255	118	239
33. S Beverly Glen Blvd/Olympic Blvd	104	343	87	253	121	256	98	312
34. Century Park W/Olympic Blvd	113	267	0	228	71	231	0	306
35. Century Park E/Olympic Blvd	130	320	85	275	49	358	97	308
36. Sepulveda Blvd/Pico Blvd	107	198	104	123	82	161	139	150
37. Veteran Ave/Pico Blvd	50	166	0	161	16	165	0	198
38. Westwood Blvd/Pico Blvd	122	161	120	165	102	181	127	158
39. Overland Ave/Pico Blvd	118	250	113	181	79	240	183	161
40. Fairfax Ave/3rd St	73	75	107	175	127	156	51	105
41. La Brea Ave/3rd St	129	102	220	108	223	113	110	112
42. Highland Ave/3rd St	97	126	118	95	120	87	108	121
43. Western Ave/3rd St	116	124	172	142	182	126	127	124
44. Vermont Ave/3rd St	144	153	249	103	269	74	146	160
45. Fairfax Ave/6th St	51	82	100	83	117	79	87	32
46. La Brea Ave/6th St	110	102	210	132	220	101	90	143
47. Highland Ave/6th St	108	93	116	101	123	91	102	102
48. Western Ave/6th St	80	149	165	155	182	116	93	158
49. Vermont Ave/6th St	148	164	222	104	257	126	148	106
50. Alvarado St/6th St	104	162	196	85	129	120	145	154
51. San Vicente Blvd/Wilshire Blvd	171	219	200	274	146	302	193	223
52. Fairfax Ave/Wilshire Blvd	87	173	86	205	100	213	18	220
53. La Brea Ave/Wilshire Blvd	90	113	222	195	210	162	117	131
54. Highland Ave/Wilshire Blvd	102	122	63	162	116	151	71	113
55. Crenshaw Blvd/Wilshire Blvd	0	183	139	145	0	217	66	183
56. Western Ave/Wilshire Blvd	93	174	167	224	165	151	135	225
57. Vermont Ave/Wilshire Blvd	148	176	159	153	222	156	124	155
58. Alvarado St/Wilshire Blvd	145	164	207	128	196	108	179	162
59. Fairfax Ave/8th St	18	81	83	45	86	89	52	0
60. La Brea Ave/8th St	117	30	209	47	222	34	116	30
61. Highland Ave/8th St	71	82	86	34	63	115	64	30
62. Crenshaw Blvd/8th St	66	44	160	21	139	51	88	14
63. Western Ave/8th St	135	79	182	51	163	63	122	101
64. Vermont Ave/8th St	123	142	148	121	150	105	114	165
65. Alvarado St/8th St	124	144	146	75	176	93	104	117
66. Fairfax Ave/San Vicente Blvd	107	180	130	173	108	93	194	196
67. Fairfax Ave/Olympic Blvd	194	196	41	272	130	271	50	251
68. San Vicente Blvd/Olympic Blvd	93	176	202	271	180	216	150	196
69. La Brea Ave/Olympic Blvd	116	171	213	190	209	173	128	180
70. Highland Ave/Olympic Blvd	56	145	65	173	78	131	60	171
71. Crenshaw Blvd/Olympic Blvd	88	176	156	185	160	181	84	177
72. Western Ave/Olympic Blvd	112	212	106	164	139	192	109	155
73. Vermont Ave/Olympic Blvd	117	262	138	181	141	217	116	224
74. Alvarado St/Olympic Blvd	106	200	118	138	155	115	97	194
75. Comstock Ave/Wilshire Blvd	2	252	0	302	44	284	0	228

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2012 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,142	1,011	1,365	0	1,702	432	2,384
2. S Beverly Glen Blvd/Sunset Blvd	180	1,642	786	1,752	147	2,310	467	1,435
3. N Beverly Glen Blvd/Sunset Blvd	543	1,300	290	2,017	1,176	1,340	193	1,442
4. Centinela Ave/Wilshire Blvd	45	1,644	179	1,361	99	1,388	33	1,709
5. Bundy Dr/Wilshire Blvd	636	1,653	1,272	1,447	1,183	1,452	662	1,712
6. Barrington Ave/Wilshire Blvd	505	1,871	391	1,576	384	1,577	542	1,839
7. Federal Ave/Wilshire Blvd	1,316	2,700	771	1,589	1,466	2,687	351	1,871
8. Sepulveda Blvd/Wilshire Blvd	542	3,030	1,008	2,391	1,124	2,375	713	2,757
9. Veteran Ave/Wilshire Blvd	1,124	3,148	1,265	2,911	1,012	2,827	570	4,037
10. Westwood Blvd/Wilshire Blvd	1,030	1,965	765	2,394	821	2,246	1,040	2,044
11. S Beverly Glen Blvd/Wilshire Blvd	649	1,856	920	2,475	832	2,232	938	1,897
12. Santa Monica Blvd/Wilshire Blvd	1,531	2,293	1,072	2,490	1,591	2,014	1,404	2,378
13. Centinela Ave/Santa Monica Blvd	428	942	499	1,206	417	1,229	466	964
14. Bundy Dr/Santa Monica Blvd	825	869	1,418	1,236	1,270	1,232	956	892
15. Barrington Ave/Santa Monica Blvd	702	1,154	729	1,261	726	1,203	785	1,132
16. Federal Ave/Santa Monica Blvd	561	1,192	279	1,228	414	1,198	514	1,134
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,282	2,005	0	1,703	0	1,959	1,447	1,585
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,485	2,327	2,140	1,897	2,221	0	1,835
19. Sepulveda Blvd/Santa Monica Blvd	911	1,569	1,220	1,773	1,122	1,678	1,144	1,528
20. Veteran Ave/Santa Monica Blvd	680	1,920	390	2,039	471	1,963	637	1,960
21. Westwood Blvd/Santa Monica Blvd	1,557	1,965	1,346	2,248	1,654	2,233	1,694	1,533
22. Overland Ave/Santa Monica Blvd	86	2,366	407	1,893	0	2,088	531	2,134
23. S Beverly Glen Blvd/Santa Monica Blvd	1,397	2,383	843	1,763	1,159	1,804	1,393	2,030
24. Century Park W/Santa Monica Blvd	0	2,116	738	1,784	0	1,924	347	2,366
25. Ave of the Stars/Santa Monica Blvd	0	1,764	1,363	1,935	12	2,272	661	2,116
26. Century Park E/Santa Monica Blvd	0	1,708	1,194	2,324	0	2,787	714	1,727
27. Bundy Dr/Olympic Blvd	966	1,904	1,791	2,181	1,883	1,915	1,338	1,705
28. Barrington Ave/Olympic Blvd	1,663	1,918	1,317	2,053	1,316	1,866	1,997	1,772
29. Sepulveda Blvd/Olympic Blvd	947	3,071	1,453	2,092	1,539	2,008	1,083	2,930
30. Veteran Ave/Olympic Blvd	523	2,964	241	1,880	313	1,906	470	2,917
31. Westwood Blvd/Olympic Blvd	1,644	3,092	1,119	1,919	1,208	2,086	1,453	3,027
32. Overland Ave/Olympic Blvd	507	3,370	627	2,135	447	2,244	831	3,117
33. S Beverly Glen Blvd/Olympic Blvd	1,401	3,039	636	2,177	836	2,231	1,166	3,021
34. Century Park W/Olympic Blvd	863	2,307	0	2,157	265	2,131	0	2,931
35. Century Park E/Olympic Blvd	918	2,800	809	2,873	972	2,747	949	2,734
36. Sepulveda Blvd/Pico Blvd	1,226	2,081	1,492	1,711	1,321	1,705	1,514	1,969
37. Veteran Ave/Pico Blvd	501	2,054	0	1,739	222	1,813	0	2,261
38. Westwood Blvd/Pico Blvd	1,271	2,431	874	1,792	1,104	1,743	1,422	2,100
39. Overland Ave/Pico Blvd	892	2,643	1,605	1,776	562	1,905	2,014	2,436
40. Fairfax Ave/3rd St	1,417	1,086	1,220	1,489	1,467	1,523	1,272	959
41. La Brea Ave/3rd St	1,810	1,196	1,889	838	1,834	908	1,796	1,193
42. Highland Ave/3rd St	1,611	1,208	1,282	906	1,418	808	1,590	1,191
43. Western Ave/3rd St	1,364	1,330	1,282	1,383	1,348	1,301	1,362	1,353
44. Vermont Ave/3rd St	1,662	1,356	1,729	1,392	1,952	1,273	1,476	1,439
45. Fairfax Ave/6th St	1,167	610	999	505	1,050	574	1,251	405
46. La Brea Ave/6th St	1,801	957	1,894	1,234	1,904	1,224	1,706	1,052
47. Highland Ave/6th St	1,545	917	1,389	1,223	1,382	1,264	1,471	958
48. Western Ave/6th St	1,372	1,298	1,308	1,217	1,352	1,203	1,357	1,284
49. Vermont Ave/6th St	1,353	1,517	1,783	1,296	1,789	410	2,364	1,385
50. Alvarado St/6th St	1,105	1,263	1,353	1,161	1,399	1,081	1,170	1,233
51. San Vicente Blvd/Wilshire Blvd	2,203	1,602	1,142	2,155	1,152	2,068	2,171	1,710
52. Fairfax Ave/Wilshire Blvd	1,772	1,250	1,252	2,445	1,512	2,192	1,686	1,329
53. La Brea Ave/Wilshire Blvd	1,637	1,368	1,736	1,807	1,879	1,597	1,730	1,342
54. Highland Ave/Wilshire Blvd	1,340	1,436	1,017	1,645	1,365	1,552	976	1,546
55. Crenshaw Blvd/Wilshire Blvd	0	1,530	1,252	1,822	0	1,987	826	1,790
56. Western Ave/Wilshire Blvd	1,106	1,648	1,574	1,095	1,531	1,124	1,192	1,595
57. Vermont Ave/Wilshire Blvd	1,375	1,663	1,553	1,606	1,643	1,507	1,436	1,631
58. Alvarado St/Wilshire Blvd	1,190	1,373	1,310	1,174	1,377	1,114	1,247	1,309
59. Fairfax Ave/8th St	1,153	345	1,004	132	1,051	431	1,151	0
60. La Brea Ave/8th St	1,731	196	1,679	461	1,711	289	1,815	252
61. Highland Ave/8th St	992	110	1,028	77	1,034	179	909	83
62. Crenshaw Blvd/8th St	770	364	1,425	352	1,269	388	1,100	155
63. Western Ave/8th St	1,474	815	1,219	605	1,214	696	1,440	765
64. Vermont Ave/8th St	1,526	1,340	1,567	982	1,559	964	1,449	1,443
65. Alvarado St/8th St	1,128	1,002	1,147	747	1,176	777	1,100	972
66. Fairfax Ave/San Vicente Blvd	1,253	1,002	922	1,223	1,036	1,177	1,238	948
67. Fairfax Ave/Olympic Blvd	1,246	1,344	725	2,198	887	2,067	1,000	1,558
68. San Vicente Blvd/Olympic Blvd	1,125	1,476	898	2,039	1,020	1,699	1,462	1,358
69. La Brea Ave/Olympic Blvd	1,972	1,349	1,769	1,945	1,918	1,927	1,836	1,354
70. Highland Ave/Olympic Blvd	966	1,392	802	1,991	1,049	1,872	920	1,312
71. Crenshaw Blvd/Olympic Blvd	1,155	1,583	1,465	2,045	1,415	2,102	1,187	1,540
72. Western Ave/Olympic Blvd	1,480	1,679	1,136	1,924	1,202	2,050	1,345	1,623
73. Vermont Ave/Olympic Blvd	1,409	1,697	1,560	1,940	1,611	1,933	1,317	1,746
74. Alvarado St/Olympic Blvd	1,152	1,795	1,071	1,560	1,200	1,503	972	1,902
75. Comstock Ave/Wilshire Blvd	150	2,312	281	2,313	416	2,358	121	2,161

2012NP PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	1,011	432	0	0	1,365	2,384	2,142	1,702	4,518	4,518
2. S Beverly Glen Blvd/Sunset Blvd	786	467	180	147	1,752	1,435	1,642	2,310	4,360	4,359
3. N Beverly Glen Blvd/Sunset Blvd	290	193	543	1,176	2,017	1,442	1,300	1,340	4,150	4,151
4. Centinela Ave/Wilshire Blvd	179	33	45	99	1,361	1,709	1,644	1,388	3,229	3,229
5. Bundy Dr/Wilshire Blvd	1,272	662	636	1,183	1,447	1,712	1,653	1,452	5,008	5,008
6. Barrington Ave/Wilshire Blvd	391	542	505	384	1,576	1,839	1,871	1,577	4,342	4,342
7. Federal Ave/Wilshire Blvd	771	351	1,316	1,466	1,589	1,871	2,700	2,687	6,376	6,375
8. Sepulveda Blvd/Wilshire Blvd	1,008	713	542	1,124	2,391	2,757	3,030	2,375	6,971	6,969
9. Veteran Ave/Wilshire Blvd	1,265	570	1,124	1,012	2,911	4,037	3,148	2,827	8,448	8,446
10. Westwood Blvd/Wilshire Blvd	765	1,040	1,030	821	2,394	2,044	1,965	2,246	6,154	6,151
11. S Beverly Glen Blvd/Wilshire Blvd	920	938	649	832	2,475	1,897	1,856	2,232	5,900	5,899
12. Santa Monica Blvd/Wilshire Blvd	1,072	1,404	1,531	1,591	2,490	2,378	2,293	2,014	7,386	7,386
13. Centinela Ave/Santa Monica Blvd	499	466	428	417	1,206	964	942	1,229	3,076	3,076
14. Bundy Dr/Santa Monica Blvd	1,418	956	825	1,270	1,236	892	869	1,232	4,348	4,350
15. Barrington Ave/Santa Monica Blvd	729	785	702	726	1,261	1,132	1,154	1,203	3,846	3,845
16. Federal Ave/Santa Monica Blvd	279	514	561	414	1,228	1,134	1,192	1,198	3,259	3,261
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,447	1,282	0	1,703	1,585	2,005	1,959	4,991	4,991
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,327	0	0	1,897	2,140	1,835	1,485	2,221	5,952	5,953
19. Sepulveda Blvd/Santa Monica Blvd	1,220	1,144	911	1,122	1,773	1,528	1,569	1,678	5,472	5,472
20. Veteran Ave/Santa Monica Blvd	390	637	680	471	2,039	1,960	1,920	1,963	5,030	5,031
21. Westwood Blvd/Santa Monica Blvd	1,346	1,694	1,557	1,654	2,248	1,533	1,965	2,233	7,115	7,114
22. Overland Ave/Santa Monica Blvd	407	531	86	0	1,893	2,134	2,366	2,088	4,752	4,753
23. S Beverly Glen Blvd/Santa Monica Blvd	843	1,393	1,397	1,159	1,763	2,030	2,383	1,804	6,386	6,387
24. Century Park W/Santa Monica Blvd	738	347	0	0	1,784	2,366	2,116	1,924	4,638	4,637
25. Ave of the Stars/Santa Monica Blvd	1,363	661	0	12	1,935	2,116	1,764	2,272	5,062	5,062
26. Century Park E/Santa Monica Blvd	1,194	714	0	0	2,324	1,727	1,708	2,787	5,226	5,227
27. Bundy Dr/Olympic Blvd	1,791	1,338	966	1,883	2,181	1,705	1,904	1,915	6,841	6,841
28. Barrington Ave/Olympic Blvd	1,317	1,997	1,663	1,316	2,053	1,772	1,918	1,866	6,952	6,952
29. Sepulveda Blvd/Olympic Blvd	1,453	1,083	947	1,539	2,092	2,930	3,071	2,008	7,562	7,560
30. Veteran Ave/Olympic Blvd	241	470	523	313	1,880	2,917	2,964	1,906	5,607	5,606
31. Westwood Blvd/Olympic Blvd	1,119	1,453	1,644	1,208	1,919	3,027	3,092	2,086	7,775	7,775
32. Overland Ave/Olympic Blvd	627	831	507	447	2,135	3,117	3,370	2,244	6,640	6,639
33. S Beverly Glen Blvd/Olympic Blvd	636	1,166	1,401	836	2,177	3,021	3,039	2,231	7,254	7,254
34. Century Park W/Olympic Blvd	0	0	863	265	2,157	2,931	2,307	2,131	5,327	5,327
35. Century Park E/Olympic Blvd	809	949	918	972	2,873	2,734	2,800	2,747	7,400	7,402
36. Sepulveda Blvd/Pico Blvd	1,492	1,514	1,226	1,321	1,711	1,969	2,081	1,705	6,509	6,509
37. Veteran Ave/Pico Blvd	0	0	501	222	1,739	2,261	2,054	1,813	4,293	4,295
38. Westwood Blvd/Pico Blvd	874	1,422	1,271	1,104	1,792	2,100	2,431	1,743	6,369	6,369
39. Overland Ave/Pico Blvd	1,605	2,014	892	562	1,776	2,436	2,643	1,905	6,916	6,917
40. Fairfax Ave/3rd St	1,220	1,272	1,417	1,467	1,489	959	1,086	1,523	5,213	5,222
41. La Brea Ave/3rd St	1,889	1,796	1,810	1,834	838	1,193	1,196	908	5,732	5,731
42. Highland Ave/3rd St	1,282	1,590	1,611	1,418	906	1,191	1,208	808	5,008	5,008
43. Western Ave/3rd St	1,282	1,362	1,364	1,348	1,383	1,353	1,330	1,301	5,359	5,364
44. Vermont Ave/3rd St	1,729	1,476	1,662	1,952	1,392	1,439	1,356	1,273	6,140	6,140
45. Fairfax Ave/6th St	999	1,251	1,167	1,050	505	405	610	574	3,281	3,280
46. La Brea Ave/6th St	1,894	1,706	1,801	1,904	1,234	1,052	957	1,224	5,886	5,886
47. Highland Ave/6th St	1,389	1,471	1,545	1,382	1,223	958	917	1,264	5,075	5,075
48. Western Ave/6th St	1,308	1,357	1,372	1,352	1,217	1,284	1,298	1,203	5,196	5,196
49. Vermont Ave/6th St	1,783	2,364	1,353	1,789	1,296	1,385	1,517	410	5,950	5,949
50. Alvarado St/6th St	1,353	1,170	1,105	1,399	1,161	1,233	1,263	1,081	4,882	4,883
51. San Vicente Blvd/Wilshire Blvd	1,142	2,171	2,203	1,152	2,155	1,710	1,602	2,068	7,101	7,101
52. Fairfax Ave/Wilshire Blvd	1,252	1,686	1,772	1,512	2,445	1,329	1,250	2,192	6,720	6,720
53. La Brea Ave/Wilshire Blvd	1,736	1,730	1,637	1,879	1,807	1,342	1,368	1,597	6,548	6,548
54. Highland Ave/Wilshire Blvd	1,017	976	1,340	1,365	1,645	1,546	1,436	1,552	5,437	5,439
55. Crenshaw Blvd/Wilshire Blvd	1,252	826	0	0	1,822	1,790	1,530	1,987	4,605	4,604
56. Western Ave/Wilshire Blvd	1,574	1,192	1,106	1,531	1,095	1,595	1,648	1,124	5,423	5,441
57. Vermont Ave/Wilshire Blvd	1,553	1,436	1,375	1,643	1,606	1,631	1,663	1,507	6,196	6,217
58. Alvarado St/Wilshire Blvd	1,310	1,247	1,190	1,377	1,174	1,309	1,373	1,114	5,046	5,047
59. Fairfax Ave/8th St	1,004	1,151	1,153	1,051	132	0	345	431	2,633	2,633
60. La Brea Ave/8th St	1,679	1,815	1,731	1,711	461	252	196	289	4,067	4,066
61. Highland Ave/8th St	1,028	909	992	1,034	77	83	110	179	2,207	2,206
62. Crenshaw Blvd/8th St	1,425	1,100	770	1,269	352	155	364	388	2,912	2,913
63. Western Ave/8th St	1,219	1,440	1,474	1,214	605	765	815	696	4,113	4,115
64. Vermont Ave/8th St	1,567	1,449	1,526	1,559	982	1,443	1,340	964	5,415	5,415
65. Alvarado St/8th St	1,147	1,100	1,128	1,176	747	972	1,002	777	4,026	4,027
66. Fairfax Ave/San Vicente Blvd	922	1,238	1,253	1,036	1,223	948	1,002	1,177	4,399	4,400
67. Fairfax Ave/Olympic Blvd	725	1,000	1,246	887	2,198	1,558	1,344	2,067	5,513	5,512
68. San Vicente Blvd/Olympic Blvd	898	1,462	1,125	1,020	2,039	1,358	1,476	1,699	5,538	5,538
69. La Brea Ave/Olympic Blvd	1,769	1,836	1,972	1,918	1,945	1,354	1,349	1,927	7,035	7,035
70. Highland Ave/Olympic Blvd	802	920	966	1,049	1,991	1,312	1,392	1,872	5,151	5,152
71. Crenshaw Blvd/Olympic Blvd	1,465	1,187	1,155	1,415	2,045	1,540	1,583	2,102	6,248	6,245
72. Western Ave/Olympic Blvd	1,136	1,345	1,480	1,202	1,924	1,623	1,679	2,050	6,219	6,220
73. Vermont Ave/Olympic Blvd	1,560	1,317	1,409	1,611	1,940	1,746	1,697	1,933	6,606	6,606
74. Alvarado St/Olympic Blvd	1,071	972	1,152	1,200	1,560	1,902	1,795	1,503	5,578	5,577
75. Comstock Ave/Wilshire Blvd	281	121	150	416	2,313	2,161	2,312	2,358	5,056	5,056

YEAR 2012 WITH PROPOSED PROJECT CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2012WP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,473	943	1,848	0	1,440	1,555	1,269	4,264	4,264
2. S Beverly Glen Blvd/Sunset Blvd	0	2,672	190	801	0	909	721	2,033	3,663	3,663
3. N Beverly Glen Blvd/Sunset Blvd	1,228	1,554	909	0	276	742	2,672	0	3,691	3,690
4. Centinela Ave/Wilshire Blvd	0	1,262	138	1,064	0	1,107	183	1,174	2,464	2,464
5. Bundy Dr/Wilshire Blvd	775	1399	989	1008	798	1144	1051	1178	4,171	4,171
6. Barrington Ave/Wilshire Blvd	657	1,474	556	1,385	520	1,450	497	1,606	4,072	4,073
7. Federal Ave/Wilshire Blvd	2,098	1,359	568	1,450	1,060	2,380	561	1,474	5,475	5,475
8. Sepulveda Blvd/Wilshire Blvd	1,349	2,217	648	2,513	402	2,641	1,281	2,403	6,727	6,727
9. Veteran Ave/Wilshire Blvd	1,472	1,572	599	3,696	1,149	3,087	954	2,148	7,339	7,338
10. Westwood Blvd/Wilshire Blvd	1,095	1,631	981	2,321	2,375	1,587	697	1,367	6,028	6,026
11. S Beverly Glen Blvd/Wilshire Blvd	639	1,885	918	1,862	719	1,370	1,044	2,171	5,304	5,304
12. Santa Monica Blvd/Wilshire Blvd	1,674	1,713	1,423	1,960	1,424	1,352	2,007	1,987	6,770	6,770
13. Centinela Ave/Santa Monica Blvd	183	966	378	991	138	806	256	1,317	2,518	2,517
14. Bundy Dr/Santa Monica Blvd	1,051	1,312	1,541	806	989	1,089	1,667	966	4,710	4,711
15. Barrington Ave/Santa Monica Blvd	728	1,456	673	1,271	776	1,123	811	1,419	4,128	4,129
16. Federal Ave/Santa Monica Blvd	571	1,505	350	1,123	538	1,280	274	1,456	3,549	3,548
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,082	1,874	0	2,037	0	2,200	417	2,376	4,993	4,993
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,902	1,083	2,200	1,305	2,006	0	1,874	5,185	5,185
19. Sepulveda Blvd/Santa Monica Blvd	1,328	1,716	1,273	2,006	1,182	2,087	1,150	1,902	6,323	6,321
20. Veteran Ave/Santa Monica Blvd	262	1,948	517	2,087	795	2,046	258	1,716	4,814	4,815
21. Westwood Blvd/Santa Monica Blvd	1,098	1,857	1,713	2,072	1,705	1,969	1,267	1,799	6,740	6,740
22. Overland Ave/Santa Monica Blvd	0	2,227	620	1,969	0	2,540	418	1,857	4,816	4,815
23. S Beverly Glen Blvd/Santa Monica Blvd	931	2,129	902	2,122	819	2,275	1,187	1,804	6,084	6,085
24. Century Park W/Santa Monica Blvd	0	1,907	773	2,101	0	2,235	685	1,860	4,781	4,780
25. Ave of the Stars/Santa Monica Blvd	0	1,592	805	2,235	0	1,938	787	1,907	4,632	4,632
26. Century Park E/Santa Monica Blvd	0	2,699	336	1,772	0	2,023	275	2,508	4,807	4,806
27. Bundy Dr/Olympic Blvd	1,207	1,756	1,620	1,408	1,484	1,337	1,226	1,944	5,991	5,991
28. Barrington Ave/Olympic Blvd	802	1,897	1,745	1,337	1,234	1,668	1,123	1,756	5,781	5,781
29. Sepulveda Blvd/Olympic Blvd	1,150	2,151	1,228	2,417	1,273	2,426	1,046	2,203	6,946	6,948
30. Veteran Ave/Olympic Blvd	258	2,297	403	2,426	517	2,352	363	2,151	5,384	5,383
31. Westwood Blvd/Olympic Blvd	1,095	2,111	1,413	2,365	1,557	2,201	1,180	2,047	6,984	6,985
32. Overland Ave/Olympic Blvd	418	2,207	733	2,201	620	2,336	492	2,111	5,559	5,559
33. S Beverly Glen Blvd/Olympic Blvd	831	2,117	1,488	2,195	1,560	2,463	703	1,904	6,631	6,630
34. Century Park W/Olympic Blvd	375	2,406	0	2,056	1,131	1,876	0	1,830	4,837	4,837
35. Century Park E/Olympic Blvd	105	3,019	1,245	2,237	1,172	1,706	491	3,236	6,606	6,605
36. Sepulveda Blvd/Pico Blvd	1,321	1,546	1,729	1,202	1,488	1,841	1,060	1,408	5,798	5,797
37. Veteran Ave/Pico Blvd	88	1,605	0	1,841	144	1,845	0	1,546	3,534	3,535
38. Westwood Blvd/Pico Blvd	909	1,940	1,607	1,637	1,396	2,152	772	1,772	6,093	6,092
39. Overland Ave/Pico Blvd	492	2,289	1,605	2,152	733	2,727	1,139	1,940	6,538	6,539
40. Fairfax Ave/3rd St	1,356	1,619	962	757	976	1,000	1,184	1,544	4,694	4,704
41. La Brea Ave/3rd St	1,888	1,321	1,710	1,101	1,557	1,125	2,118	1,220	6,020	6,020
42. Highland Ave/3rd St	1,611	1,223	1,547	1,049	1,315	1,069	1,876	1,170	5,430	5,430
43. Western Ave/3rd St	1,249	1,308	1,161	1,127	912	1,103	1,425	1,411	4,845	4,851
44. Vermont Ave/3rd St	2,096	1,356	1,385	1,725	1,418	1,883	1,955	1,306	6,562	6,562
45. Fairfax Ave/6th St	1,184	859	810	499	972	331	1,390	659	3,352	3,352
46. La Brea Ave/6th St	2,118	1,028	1,582	754	1,710	638	1,873	1,262	5,482	5,483
47. Highland Ave/6th St	1,876	1,056	1,422	638	1,547	867	1,550	1,028	4,992	4,992
48. Western Ave/6th St	1,433	1,053	1,103	1,285	801	1,145	1,582	1,345	4,874	4,873
49. Vermont Ave/6th St	2,131	972	1,768	1,196	1,444	1,113	2,267	1,243	6,067	6,067
50. Alvarado St/6th St	1,265	994	996	1,423	803	1,388	1,622	865	4,678	4,678
51. San Vicente Blvd/Wilshire Blvd	992	2,052	1,520	909	1,235	1,160	826	2,253	5,473	5,474
52. Fairfax Ave/Wilshire Blvd	1,390	1,785	1,067	1,268	810	1,191	1,518	1,991	5,510	5,510
53. La Brea Ave/Wilshire Blvd	1,873	1,636	1,860	1,146	1,582	1,242	2,097	1,594	6,515	6,515
54. Highland Ave/Wilshire Blvd	1,550	1,601	900	1,242	1,422	1,259	975	1,636	5,293	5,292
55. Crenshaw Blvd/Wilshire Blvd	0	2,299	1,273	1,223	0	1,944	1,347	1,504	4,795	4,795
56. Western Ave/Wilshire Blvd	1,582	1,491	1,227	1,599	1,103	1,495	1,589	1,728	5,899	5,915
57. Vermont Ave/Wilshire Blvd	2,267	1,399	1,453	1,380	1,768	1,489	1,766	1,497	6,499	6,520
58. Alvarado St/Wilshire Blvd	1,622	646	1,123	991	996	889	1,711	787	4,382	4,383
59. Fairfax Ave/8th St	1,518	582	750	34	1,067	896	922	0	2,884	2,885
60. La Brea Ave/8th St	2,097	508	1,877	108	1,860	148	2,025	556	4,590	4,589
61. Highland Ave/8th St	975	755	1,041	148	900	609	903	508	2,919	2,920
62. Crenshaw Blvd/8th St	1,347	573	1,221	149	1,273	390	1,426	202	3,290	3,291
63. Western Ave/8th St	1,509	759	1,069	587	1,221	741	1,261	702	3,924	3,925
64. Vermont Ave/8th St	1,477	1,005	1,355	1,343	1,374	1,265	1,522	1,020	5,180	5,181
65. Alvarado St/8th St	1,484	585	1,018	993	1,059	1,076	1,401	545	4,080	4,081
66. Fairfax Ave/San Vicente Blvd	1,278	1,914	1,513	1,307	1,505	1,261	1,324	1,922	6,012	6,012
67. Fairfax Ave/Olympic Blvd	1,324	2,549	735	2,203	1,513	1,747	756	2,794	6,811	6,810
68. San Vicente Blvd/Olympic Blvd	1,261	2,633	1,830	1,747	1,914	1,687	1,322	2,549	7,471	7,472
69. La Brea Ave/Olympic Blvd	2,025	1,948	2,110	1,728	1,877	1,703	1,903	2,328	7,811	7,811
70. Highland Ave/Olympic Blvd	855	1,973	877	1,703	966	1,686	808	1,948	5,408	5,408
71. Crenshaw Blvd/Olympic Blvd	1,426	1,950	1,138	1,944	1,221	1,758	1,275	2,202	6,458	6,456
72. Western Ave/Olympic Blvd	1,523	1,840	1,131	1,769	1,213	1,753	1,344	1,952	6,263	6,262
73. Vermont Ave/Olympic Blvd	1,534	2,018	1,465	2,022	1,479	2,116	1,584	1,859	7,039	7,038
74. Alvarado St/Olympic Blvd	1,437	1,316	844	1,699	943	1,791	975	1,586	5,296	5,295
75. Comstock Ave/Wilshire Blvd	417	1,972	0	1,370	348	1,526	0	1,885		

AM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	239	71	234	0	95	250	200
2. S Beverly Glen Blvd/Sunset Blvd	0	335	-37	135	0	110	40	283
3. N Beverly Glen Blvd/Sunset Blvd	112	222	110	0	-18	126	335	0
4. Centinela Ave/Wilshire Blvd	0	19	-9	48	0	11	-6	53
5. Bundy Dr/Wilshire Blvd	132	15	71	-6	43	28	129	12
6. Barrington Ave/Wilshire Blvd	63	-5	36	21	27	60	31	-2
7. Federal Ave/Wilshire Blvd	84	-12	65	60	128	63	10	-5
8. Sepulveda Blvd/Wilshire Blvd	-87	132	63	23	-13	3	57	83
9. Veteran Ave/Wilshire Blvd	146	-47	69	-14	56	-67	114	50
10. Westwood Blvd/Wilshire Blvd	23	-8	122	-54	152	-97	3	23
11. S Beverly Glen Blvd/Wilshire Blvd	51	-24	166	16	99	18	68	23
12. Santa Monica Blvd/Wilshire Blvd	113	-120	159	94	91	92	229	-167
13. Centinela Ave/Santa Monica Blvd	-6	126	42	129	-9	132	22	145
14. Bundy Dr/Santa Monica Blvd	129	145	163	132	71	158	215	126
15. Barrington Ave/Santa Monica Blvd	58	98	24	191	34	123	38	178
16. Federal Ave/Santa Monica Blvd	40	106	48	123	91	96	30	98
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	65	58	0	130	0	223	-110	140
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	149	70	223	186	198	0	58
19. Sepulveda Blvd/Santa Monica Blvd	89	178	210	198	225	211	89	149
20. Veteran Ave/Santa Monica Blvd	63	137	93	211	100	161	65	178
21. Westwood Blvd/Santa Monica Blvd	102	292	163	277	269	237	165	164
22. Overland Ave/Santa Monica Blvd	0	275	166	237	0	365	19	292
23. S Beverly Glen Blvd/Santa Monica Blvd	69	320	97	243	186	278	67	198
24. Century Park W/Santa Monica Blvd	0	283	145	293	0	283	112	324
25. Ave of the Stars/Santa Monica Blvd	0	261	133	283	0	341	54	283
26. Century Park E/Santa Monica Blvd	0	333	9	269	0	204	71	336
27. Bundy Dr/Olympic Blvd	107	207	93	195	92	170	123	218
28. Barrington Ave/Olympic Blvd	57	187	189	170	101	179	117	207
29. Sepulveda Blvd/Olympic Blvd	89	229	127	207	210	181	26	238
30. Veteran Ave/Olympic Blvd	65	235	103	181	93	162	98	229
31. Westwood Blvd/Olympic Blvd	151	235	182	190	228	169	113	249
32. Overland Ave/Olympic Blvd	19	286	145	169	166	150	68	235
33. S Beverly Glen Blvd/Olympic Blvd	58	337	169	141	165	202	71	265
34. Century Park W/Olympic Blvd	87	384	0	193	115	248	0	300
35. Century Park E/Olympic Blvd	27	516	143	293	149	293	96	440
36. Sepulveda Blvd/Pico Blvd	109	224	215	199	167	299	87	192
37. Veteran Ave/Pico Blvd	16	240	0	299	64	267	0	224
38. Westwood Blvd/Pico Blvd	116	324	180	271	180	344	115	250
39. Overland Ave/Pico Blvd	68	323	210	344	145	368	110	324
40. Fairfax Ave/3rd St	161	160	78	133	110	103	97	234
41. La Brea Ave/3rd St	199	130	129	135	119	140	195	139
42. Highland Ave/3rd St	178	161	118	151	108	131	244	124
43. Western Ave/3rd St	168	154	148	137	106	126	208	173
44. Vermont Ave/3rd St	206	131	151	149	161	195	170	111
45. Fairfax Ave/6th St	97	106	62	76	88	54	133	65
46. La Brea Ave/6th St	195	118	103	83	129	90	127	154
47. Highland Ave/6th St	244	89	133	90	118	125	194	118
48. Western Ave/6th St	219	128	102	164	92	142	203	174
49. Vermont Ave/6th St	183	76	119	87	147	72	157	89
50. Alvarado St/6th St	157	114	125	247	86	187	298	71
51. San Vicente Blvd/Wilshire Blvd	113	53	225	112	64	39	246	155
52. Fairfax Ave/Wilshire Blvd	133	41	63	-40	62	-3	105	33
53. La Brea Ave/Wilshire Blvd	127	26	82	4	103	-37	200	-28
54. Highland Ave/Wilshire Blvd	194	-30	139	-37	133	-44	148	26
55. Crenshaw Blvd/Wilshire Blvd	0	-56	126	-26	0	-92	160	-24
56. Western Ave/Wilshire Blvd	203	-73	85	20	102	-40	242	-52
57. Vermont Ave/Wilshire Blvd	157	-33	197	-86	119	-29	228	-62
58. Alvarado St/Wilshire Blvd	298	-151	108	-319	125	-341	312	-159
59. Fairfax Ave/8th St	105	61	104	-12	63	79	116	0
60. La Brea Ave/8th St	200	48	103	34	82	54	167	80
61. Highland Ave/8th St	148	98	97	54	139	114	98	48
62. Crenshaw Blvd/8th St	160	108	83	27	126	86	187	-20
63. Western Ave/8th St	230	54	125	53	87	97	201	78
64. Vermont Ave/8th St	150	106	118	205	126	171	175	107
65. Alvarado St/8th St	221	101	87	165	123	209	170	73
66. Fairfax Ave/San Vicente Blvd	136	120	243	222	193	218	139	170
67. Fairfax Ave/Olympic Blvd	139	367	65	283	243	184	51	374
68. San Vicente Blvd/Olympic Blvd	218	377	108	184	120	191	211	367
69. La Brea Ave/Olympic Blvd	167	187	120	222	103	193	186	214
70. Highland Ave/Olympic Blvd	91	196	74	193	85	178	104	187
71. Crenshaw Blvd/Olympic Blvd	187	219	69	206	83	211	170	214
72. Western Ave/Olympic Blvd	186	191	83	227	79	241	158	209
73. Vermont Ave/Olympic Blvd	139	212	123	263	126	259	156	194
74. Alvarado St/Olympic Blvd	202	136	87	203	90	234	134	169
75. Comstock Ave/Wilshire Blvd	65	-162	0	18	-41	-14	0	-24

AM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	239	71	234	0	95	250	200
2. S Beverly Glen Blvd/Sunset Blvd	0	335	-37	135	0	110	40	283
3. N Beverly Glen Blvd/Sunset Blvd	112	222	110	0	-18	126	335	0
4. Centinela Ave/Wilshire Blvd	0	19	-9	48	0	11	-6	53
5. Bundy Dr/Wilshire Blvd	132	15	71	-6	43	28	129	12
6. Barrington Ave/Wilshire Blvd	63	-5	36	21	27	60	31	-2
7. Federal Ave/Wilshire Blvd	84	-12	65	60	128	63	10	-5
8. Sepulveda Blvd/Wilshire Blvd	-87	132	63	23	-13	3	57	83
9. Veteran Ave/Wilshire Blvd	146	-47	69	-14	56	-67	114	50
10. Westwood Blvd/Wilshire Blvd	23	-8	122	-54	152	-97	3	23
11. S Beverly Glen Blvd/Wilshire Blvd	51	-24	166	16	99	18	68	23
12. Santa Monica Blvd/Wilshire Blvd	113	-120	159	94	91	92	229	-167
13. Centinela Ave/Santa Monica Blvd	-6	126	42	129	-9	132	22	145
14. Bundy Dr/Santa Monica Blvd	129	145	163	132	71	158	215	126
15. Barrington Ave/Santa Monica Blvd	58	98	24	191	34	123	38	178
16. Federal Ave/Santa Monica Blvd	40	106	48	123	91	96	30	98
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	65	58	0	130	0	223	-110	140
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	149	70	223	186	198	0	58
19. Sepulveda Blvd/Santa Monica Blvd	89	178	210	198	225	211	89	149
20. Veteran Ave/Santa Monica Blvd	63	137	93	211	100	161	65	178
21. Westwood Blvd/Santa Monica Blvd	102	292	163	277	269	237	165	164
22. Overland Ave/Santa Monica Blvd	0	275	166	237	0	365	19	292
23. S Beverly Glen Blvd/Santa Monica Blvd	69	320	97	243	186	278	67	198
24. Century Park W/Santa Monica Blvd	0	283	145	293	0	283	112	324
25. Ave of the Stars/Santa Monica Blvd	0	261	133	283	0	341	54	283
26. Century Park E/Santa Monica Blvd	0	333	9	269	0	204	71	336
27. Bundy Dr/Olympic Blvd	107	207	93	195	92	170	123	218
28. Barrington Ave/Olympic Blvd	57	187	189	170	101	179	117	207
29. Sepulveda Blvd/Olympic Blvd	89	229	127	207	210	181	26	238
30. Veteran Ave/Olympic Blvd	65	235	103	181	93	162	98	229
31. Westwood Blvd/Olympic Blvd	151	235	182	190	228	169	113	249
32. Overland Ave/Olympic Blvd	19	286	145	169	166	150	68	235
33. S Beverly Glen Blvd/Olympic Blvd	58	337	169	141	165	202	71	265
34. Century Park W/Olympic Blvd	87	384	0	193	115	248	0	300
35. Century Park E/Olympic Blvd	27	516	143	293	149	293	96	440
36. Sepulveda Blvd/Pico Blvd	109	224	215	199	167	299	87	192
37. Veteran Ave/Pico Blvd	16	240	0	299	64	267	0	224
38. Westwood Blvd/Pico Blvd	116	324	180	271	180	344	115	250
39. Overland Ave/Pico Blvd	68	323	210	344	145	368	110	324
40. Fairfax Ave/3rd St	161	160	78	133	110	103	97	234
41. La Brea Ave/3rd St	199	130	129	135	119	140	195	139
42. Highland Ave/3rd St	178	161	118	151	108	131	244	124
43. Western Ave/3rd St	168	154	148	137	106	126	208	173
44. Vermont Ave/3rd St	206	131	151	149	161	195	170	111
45. Fairfax Ave/6th St	97	106	62	76	88	54	133	65
46. La Brea Ave/6th St	195	118	103	83	129	90	127	154
47. Highland Ave/6th St	244	89	133	90	118	125	194	118
48. Western Ave/6th St	219	128	102	164	92	142	203	174
49. Vermont Ave/6th St	183	76	119	87	147	72	157	89
50. Alvarado St/6th St	157	114	125	247	86	187	298	71
51. San Vicente Blvd/Wilshire Blvd	113	53	225	112	64	39	246	155
52. Fairfax Ave/Wilshire Blvd	133	41	63	-40	62	-3	105	33
53. La Brea Ave/Wilshire Blvd	127	26	82	4	103	-37	200	-28
54. Highland Ave/Wilshire Blvd	194	-30	139	-37	133	-44	148	26
55. Crenshaw Blvd/Wilshire Blvd	0	-56	126	-26	0	-92	160	-24
56. Western Ave/Wilshire Blvd	203	-73	85	20	102	-40	242	-52
57. Vermont Ave/Wilshire Blvd	157	-33	197	-86	119	-29	228	-62
58. Alvarado St/Wilshire Blvd	298	-151	108	-319	125	-341	312	-159
59. Fairfax Ave/8th St	105	61	104	-12	63	79	116	0
60. La Brea Ave/8th St	200	48	103	34	82	54	167	80
61. Highland Ave/8th St	148	98	97	54	139	114	98	48
62. Crenshaw Blvd/8th St	160	108	83	27	126	86	187	-20
63. Western Ave/8th St	230	54	125	53	87	97	201	78
64. Vermont Ave/8th St	150	106	118	205	126	171	175	107
65. Alvarado St/8th St	221	101	87	165	123	209	170	73
66. Fairfax Ave/San Vicente Blvd	136	120	243	222	193	218	139	170
67. Fairfax Ave/Olympic Blvd	139	367	65	283	243	184	51	374
68. San Vicente Blvd/Olympic Blvd	218	377	108	184	120	191	211	367
69. La Brea Ave/Olympic Blvd	167	187	120	222	103	193	186	214
70. Highland Ave/Olympic Blvd	91	196	74	193	85	178	104	187
71. Crenshaw Blvd/Olympic Blvd	187	219	69	206	83	211	170	214
72. Western Ave/Olympic Blvd	186	191	83	227	79	241	158	209
73. Vermont Ave/Olympic Blvd	139	212	123	263	126	259	156	194
74. Alvarado St/Olympic Blvd	202	136	87	203	90	234	134	169
75. Comstock Ave/Wilshire Blvd	65	-162	0	18	-41	-14	0	-24

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2012 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,688	584	2,416	0	2,539	773	1,376
2. S Beverly Glen Blvd/Sunset Blvd	169	2,425	450	1,072	179	1,307	656	1,974
3. N Beverly Glen Blvd/Sunset Blvd	1,146	1,416	110	1,198	334	1,118	335	2,083
4. Centinela Ave/Wilshire Blvd	20	1,546	159	1,059	49	1,035	74	1,626
5. Bundy Dr/Wilshire Blvd	841	1,520	919	1,264	787	1,308	876	1,573
6. Barrington Ave/Wilshire Blvd	721	1,633	647	1,161	512	1,437	521	1,693
7. Federal Ave/Wilshire Blvd	1,651	2,568	556	1,832	1,307	3,210	387	1,703
8. Sepulveda Blvd/Wilshire Blvd	1,125	2,876	729	2,996	364	3,316	947	3,096
9. Veteran Ave/Wilshire Blvd	591	2,490	1,071	4,382	1,256	3,892	477	2,908
10. Westwood Blvd/Wilshire Blvd	515	2,130	983	2,544	1,284	2,084	579	2,224
11. S Beverly Glen Blvd/Wilshire Blvd	794	1,918	852	2,303	697	2,025	1,130	2,014
12. Santa Monica Blvd/Wilshire Blvd	2,114	1,829	927	2,241	1,420	1,663	1,871	2,156
13. Centinela Ave/Santa Monica Blvd	301	1,202	506	874	371	906	366	1,240
14. Bundy Dr/Santa Monica Blvd	1,091	1,261	1,156	870	1,021	895	1,179	1,284
15. Barrington Ave/Santa Monica Blvd	683	1,294	772	1,286	686	1,278	675	1,397
16. Federal Ave/Santa Monica Blvd	369	1,389	289	1,250	402	1,333	244	1,315
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,226	2,142	0	1,705	0	1,950	1,327	1,795
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,709	1,994	1,935	1,334	2,156	0	2,149
19. Sepulveda Blvd/Santa Monica Blvd	669	1,741	1,123	2,095	1,043	2,024	870	1,689
20. Veteran Ave/Santa Monica Blvd	396	1,761	508	2,118	562	2,101	327	1,792
21. Westwood Blvd/Santa Monica Blvd	922	2,054	1,353	2,286	1,569	2,292	1,030	1,724
22. Overland Ave/Santa Monica Blvd	149	2,177	491	2,017	0	2,340	419	2,073
23. S Beverly Glen Blvd/Santa Monica Blvd	1,745	1,682	1,081	2,043	1,011	2,639	1,311	1,591
24. Century Park W/Santa Monica Blvd	0	1,737	329	2,731	0	2,531	593	1,671
25. Ave of the Stars/Santa Monica Blvd	0	1,994	626	2,533	6	2,219	1,199	1,730
26. Century Park E/Santa Monica Blvd	0	2,860	407	2,144	0	1,756	1,586	2,068
27. Bundy Dr/Olympic Blvd	1,548	2,199	1,933	1,642	1,722	1,887	1,496	2,219
28. Barrington Ave/Olympic Blvd	982	1,916	1,757	1,618	1,285	2,055	767	2,167
29. Sepulveda Blvd/Olympic Blvd	687	2,457	1,440	2,125	1,335	2,272	604	2,502
30. Veteran Ave/Olympic Blvd	322	2,330	501	2,116	457	2,185	280	2,346
31. Westwood Blvd/Olympic Blvd	805	2,431	1,219	2,251	1,266	2,402	643	2,397
32. Overland Ave/Olympic Blvd	366	2,491	721	2,538	432	2,785	500	2,398
33. S Beverly Glen Blvd/Olympic Blvd	1,285	2,606	1,154	3,053	1,089	3,446	813	2,746
34. Century Park W/Olympic Blvd	249	2,394	0	3,745	1,112	3,026	0	2,249
35. Century Park E/Olympic Blvd	1,435	3,175	914	2,081	658	2,526	657	3,763
36. Sepulveda Blvd/Pico Blvd	717	1,591	1,858	2,006	1,475	2,155	714	1,827
37. Veteran Ave/Pico Blvd	114	1,714	0	2,167	284	2,042	0	1,670
38. Westwood Blvd/Pico Blvd	674	1,968	1,142	1,922	1,287	2,007	586	1,825
39. Overland Ave/Pico Blvd	600	2,024	1,882	2,021	728	2,859	1,092	1,851
40. Fairfax Ave/3rd St	1,486	1,906	990	822	1,076	949	1,450	1,741
41. La Brea Ave/3rd St	1,987	1,608	1,602	1,215	1,560	1,206	1,989	1,658
42. Highland Ave/3rd St	1,609	1,565	1,243	1,225	1,337	1,129	1,651	1,524
43. Western Ave/3rd St	1,403	1,346	1,183	1,321	1,143	1,360	1,345	1,412
44. Vermont Ave/3rd St	1,641	1,303	1,438	1,447	1,567	1,399	1,502	1,361
45. Fairfax Ave/6th St	1,401	804	726	348	798	383	1,510	586
46. La Brea Ave/6th St	1,959	1,242	1,576	799	1,571	823	1,791	1,391
47. Highland Ave/6th St	1,660	1,190	1,265	768	1,246	831	1,527	1,278
48. Western Ave/6th St	1,347	1,087	1,071	1,056	1,066	1,028	1,290	1,177
49. Vermont Ave/6th St	1,499	1,207	1,476	1,281	1,499	1,335	1,382	1,247
50. Alvarado St/6th St	1,439	806	1,036	1,392	1,059	1,246	1,533	835
51. San Vicente Blvd/Wilshire Blvd	1,449	1,598	1,816	1,383	1,562	1,330	1,342	2,013
52. Fairfax Ave/Wilshire Blvd	1,825	1,636	1,283	778	1,102	911	1,589	1,921
53. La Brea Ave/Wilshire Blvd	1,719	1,652	1,503	1,118	1,500	1,068	1,700	1,723
54. Highland Ave/Wilshire Blvd	1,339	1,545	1,121	1,072	1,301	1,050	979	1,744
55. Crenshaw Blvd/Wilshire Blvd	0	1,671	1,239	1,311	0	1,316	852	2,053
56. Western Ave/Wilshire Blvd	1,245	1,179	1,029	1,064	975	1,126	1,183	1,250
57. Vermont Ave/Wilshire Blvd	1,407	1,409	1,578	1,334	1,411	1,398	1,474	1,466
58. Alvarado St/Wilshire Blvd	1,501	783	1,002	853	1,040	832	1,408	859
59. Fairfax Ave/8th St	1,178	481	1,151	6	1,199	309	1,308	0
60. La Brea Ave/8th St	1,727	244	1,564	191	1,490	148	1,714	372
61. Highland Ave/8th St	1,004	126	1,143	76	1,189	154	885	123
62. Crenshaw Blvd/8th St	797	605	1,227	221	1,187	377	1,103	183
63. Western Ave/8th St	1,348	594	1,108	679	1,097	712	1,334	587
64. Vermont Ave/8th St	1,328	680	1,639	854	1,557	838	1,307	798
65. Alvarado St/8th St	1,122	642	1,056	830	1,072	901	1,037	640
66. Fairfax Ave/San Vicente Blvd	1,327	1,758	1,094	976	1,240	941	1,222	1,751
67. Fairfax Ave/Olympic Blvd	1,172	2,006	922	1,615	1,097	1,444	836	2,335
68. San Vicente Blvd/Olympic Blvd	983	2,505	1,398	1,460	1,724	1,313	1,126	2,186
69. La Brea Ave/Olympic Blvd	1,838	1,744	1,597	1,416	1,569	1,425	1,692	1,909
70. Highland Ave/Olympic Blvd	890	1,857	821	1,436	887	1,351	963	1,802
71. Crenshaw Blvd/Olympic Blvd	1,206	2,639	1,281	1,466	1,216	1,505	1,185	2,682
72. Western Ave/Olympic Blvd	1,346	1,736	1,110	1,891	1,073	1,986	1,135	1,889
73. Vermont Ave/Olympic Blvd	1,311	1,652	1,475	1,730	1,469	1,711	1,269	1,717
74. Alvarado St/Olympic Blvd	1,198	1,132	949	1,713	993	1,752	850	1,398
75. Comstock Ave/Wilshire Blvd	308	2,064	126	2,124	154	2,205	215	2,048

POST-PROCESS THESE NUMBERS

2012WP AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	584	773	0	0	2,416	1,376	1,688	2,539	4,688	4,689
2. S Beverly Glen Blvd/Sunset Blvd	450	656	169	179	1,072	1,974	2,425	1,307	4,116	4,116
3. N Beverly Glen Blvd/Sunset Blvd	110	335	1,146	334	1,198	2,083	1,416	1,118	3,871	3,870
4. Centinela Ave/Wilshire Blvd	159	74	20	49	1,059	1,626	1,546	1,035	2,783	2,783
5. Bundy Dr/Wilshire Blvd	919	876	841	787	1,264	1,573	1,520	1,308	4,544	4,544
6. Barrington Ave/Wilshire Blvd	647	521	721	512	1,161	1,693	1,633	1,437	4,162	4,163
7. Federal Ave/Wilshire Blvd	556	387	1,651	1,307	1,832	1,703	2,568	3,210	6,608	6,607
8. Sepulveda Blvd/Wilshire Blvd	729	947	1,125	364	2,996	3,096	2,876	3,316	7,725	7,724
9. Veteran Ave/Wilshire Blvd	1,071	477	591	1,256	4,382	2,908	2,490	3,892	8,534	8,533
10. Westwood Blvd/Wilshire Blvd	983	579	515	1,284	2,544	2,224	2,130	2,084	6,172	6,170
11. S Beverly Glen Blvd/Wilshire Blvd	852	1,130	794	697	2,303	2,014	1,918	2,025	5,867	5,866
12. Santa Monica Blvd/Wilshire Blvd	927	1,871	2,114	1,420	2,241	2,156	1,829	1,663	7,111	7,110
13. Centinela Ave/Santa Monica Blvd	506	366	301	371	874	1,240	1,202	906	2,883	2,882
14. Bundy Dr/Santa Monica Blvd	1,156	1,179	1,091	1,021	870	1,284	1,261	895	4,378	4,379
15. Barrington Ave/Santa Monica Blvd	772	675	683	686	1,286	1,397	1,294	1,278	4,034	4,036
16. Federal Ave/Santa Monica Blvd	289	244	369	402	1,250	1,315	1,389	1,333	3,296	3,294
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,327	1,226	0	1,705	1,795	2,142	1,950	5,073	5,073
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,994	0	0	1,334	1,935	2,149	1,709	2,156	5,639	5,639
19. Sepulveda Blvd/Santa Monica Blvd	1,123	870	669	1,043	2,095	1,689	1,741	2,024	5,627	5,626
20. Veteran Ave/Santa Monica Blvd	508	327	396	562	2,118	1,792	1,761	2,101	4,783	4,783
21. Westwood Blvd/Santa Monica Blvd	1,353	1,030	922	1,569	2,286	1,724	2,054	2,292	6,614	6,615
22. Overland Ave/Santa Monica Blvd	491	419	149	0	2,017	2,073	2,177	2,340	4,834	4,832
23. S Beverly Glen Blvd/Santa Monica Blvd	1,081	1,311	1,745	1,011	2,043	1,591	1,682	2,639	6,552	6,552
24. Century Park W/Santa Monica Blvd	329	593	0	0	2,731	1,671	1,737	2,531	4,797	4,795
25. Ave of the Stars/Santa Monica Blvd	626	1,199	0	6	2,533	1,730	1,994	2,219	5,153	5,154
26. Century Park E/Santa Monica Blvd	407	1,586	0	0	2,144	2,068	2,860	1,756	5,411	5,411
27. Bundy Dr/Olympic Blvd	1,933	1,496	1,548	1,722	1,642	2,219	2,199	1,887	7,323	7,324
28. Barrington Ave/Olympic Blvd	1,757	767	982	1,285	1,618	2,167	1,916	2,055	6,274	6,275
29. Sepulveda Blvd/Olympic Blvd	1,440	604	687	1,335	2,125	2,502	2,457	2,272	6,710	6,713
30. Veteran Ave/Olympic Blvd	501	280	322	457	2,116	2,346	2,330	2,185	5,270	5,268
31. Westwood Blvd/Olympic Blvd	1,219	643	805	1,266	2,251	2,397	2,431	2,402	6,707	6,708
32. Overland Ave/Olympic Blvd	721	500	366	432	2,538	2,398	2,491	2,785	6,115	6,115
33. S Beverly Glen Blvd/Olympic Blvd	1,154	813	1,285	1,089	3,053	2,746	2,606	3,446	8,097	8,095
34. Century Park W/Olympic Blvd	0	0	249	1,112	3,745	2,249	2,394	3,026	6,388	6,387
35. Century Park E/Olympic Blvd	914	657	1,435	658	2,081	3,763	3,175	2,526	7,605	7,604
36. Sepulveda Blvd/Pico Blvd	1,858	714	717	1,475	2,006	1,827	1,591	2,155	6,172	6,170
37. Veteran Ave/Pico Blvd	0	0	114	284	2,167	1,670	1,714	2,042	3,996	3,996
38. Westwood Blvd/Pico Blvd	1,142	586	674	1,287	1,922	1,825	1,968	2,007	5,707	5,705
39. Overland Ave/Pico Blvd	1,882	1,092	600	728	2,021	1,851	2,024	2,859	6,528	6,530
40. Fairfax Ave/3rd St	990	1,450	1,486	1,076	822	1,741	1,906	949	5,204	5,216
41. La Brea Ave/3rd St	1,602	1,989	1,987	1,560	1,215	1,658	1,608	1,206	6,413	6,413
42. Highland Ave/3rd St	1,243	1,651	1,609	1,337	1,225	1,524	1,565	1,129	5,642	5,641
43. Western Ave/3rd St	1,183	1,345	1,403	1,143	1,321	1,412	1,346	1,360	5,253	5,259
44. Vermont Ave/3rd St	1,438	1,502	1,641	1,567	1,447	1,361	1,303	1,399	5,829	5,829
45. Fairfax Ave/6th St	726	1,510	1,401	798	348	586	804	383	3,278	3,277
46. La Brea Ave/6th St	1,576	1,791	1,959	1,571	799	1,391	1,242	823	5,575	5,576
47. Highland Ave/6th St	1,265	1,527	1,660	1,246	768	1,278	1,190	831	4,883	4,882
48. Western Ave/6th St	1,071	1,290	1,347	1,066	1,056	1,177	1,087	1,028	4,562	4,560
49. Vermont Ave/6th St	1,476	1,382	1,499	1,499	1,281	1,247	1,207	1,335	5,464	5,464
50. Alvarado St/6th St	1,036	1,533	1,439	1,059	1,392	835	806	1,246	4,673	4,672
51. San Vicente Blvd/Wilshire Blvd	1,816	1,342	1,449	1,562	1,383	2,013	1,598	1,330	6,247	6,248
52. Fairfax Ave/Wilshire Blvd	1,283	1,589	1,825	1,102	778	1,921	1,636	911	5,522	5,522
53. La Brea Ave/Wilshire Blvd	1,503	1,700	1,719	1,500	1,118	1,723	1,652	1,068	5,993	5,992
54. Highland Ave/Wilshire Blvd	1,121	979	1,339	1,301	1,072	1,744	1,545	1,050	5,077	5,074
55. Crenshaw Blvd/Wilshire Blvd	1,239	852	0	0	1,311	2,053	1,671	1,316	4,222	4,222
56. Western Ave/Wilshire Blvd	1,029	1,183	1,245	975	1,064	1,250	1,179	1,126	4,517	4,534
57. Vermont Ave/Wilshire Blvd	1,578	1,474	1,407	1,411	1,334	1,466	1,409	1,398	5,728	5,749
58. Alvarado St/Wilshire Blvd	1,002	1,408	1,501	1,040	853	859	783	832	4,139	4,140
59. Fairfax Ave/8th St	1,151	1,308	1,178	1,199	6	0	481	309	2,816	2,816
60. La Brea Ave/8th St	1,564	1,714	1,727	1,490	191	372	244	148	3,727	3,725
61. Highland Ave/8th St	1,143	885	1,004	1,189	76	123	126	154	2,350	2,352
62. Crenshaw Blvd/8th St	1,227	1,103	797	1,187	221	183	605	377	2,849	2,850
63. Western Ave/8th St	1,108	1,334	1,348	1,097	679	587	594	712	3,729	3,730
64. Vermont Ave/8th St	1,639	1,307	1,328	1,557	854	798	680	838	4,501	4,501
65. Alvarado St/8th St	1,056	1,037	1,122	1,072	830	640	642	901	3,650	3,651
66. Fairfax Ave/San Vicente Blvd	1,094	1,222	1,327	1,240	976	1,751	1,758	941	5,155	5,154
67. Fairfax Ave/Olympic Blvd	922	836	1,172	1,097	1,615	2,335	2,006	1,444	5,714	5,712
68. San Vicente Blvd/Olympic Blvd	1,398	1,126	983	1,724	1,460	2,186	2,505	1,313	6,347	6,349
69. La Brea Ave/Olympic Blvd	1,597	1,692	1,838	1,569	1,416	1,909	1,744	1,425	6,595	6,595
70. Highland Ave/Olympic Blvd	821	963	890	887	1,436	1,802	1,857	1,351	5,003	5,003
71. Crenshaw Blvd/Olympic Blvd	1,281	1,185	1,206	1,216	1,466	2,682	2,639	1,505	6,591	6,588
72. Western Ave/Olympic Blvd	1,110	1,135	1,346	1,073	1,891	1,889	1,736	1,986	6,083	6,083
73. Vermont Ave/Olympic Blvd	1,475	1,269	1,311	1,469	1,730	1,717	1,652	1,711	6,168	6,166
74. Alvarado St/Olympic Blvd	949	850	1,198	993	1,713	1,398	1,132	1,752	4,994	4,993
75. Comstock Ave/Wilshire Blvd	126	215	308	154	2,124	2,048	2,064	2,205	4,622	4,622

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2012WP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,526	1,588	807	0	1,236	527	2,157	3,921	3,920
2. S Beverly Glen Blvd/Sunset Blvd	0	1,537	669	1,689	0	2,322	398	1,175	3,895	3,895
3. N Beverly Glen Blvd/Sunset Blvd	635	1,092	2,322	0	1,273	1,239	1,537	0	4,049	4,049
4. Centinela Ave/Wilshire Blvd	0	1,300	272	1,426	0	1,549	131	1,317	2,998	2,997
5. Bundy Dr/Wilshire Blvd	687	1462	1141	1449	889	1654	996	1200	4,739	4,739
6. Barrington Ave/Wilshire Blvd	588	1590	582	1932	577	1951	494	1670	4,692	4,692
7. Federal Ave/Wilshire Blvd	2343	1297	550	1951	996	2966	590	1590	6,141	6,142
8. Sepulveda Blvd/Wilshire Blvd	648	2892	989	2819	1387	2400	879	2683	7,348	7,349
9. Veteran Ave/Wilshire Blvd	1144	3021	853	2930	1347	2285	575	3739	7,948	7,946
10. Westwood Blvd/Wilshire Blvd	2223	1674	780	1946	1550	1766	1111	2194	6,623	6,621
11. S Beverly Glen Blvd/Wilshire Blvd	633	1516	1120	2183	788	1646	993	2024	5,452	5,451
12. Santa Monica Blvd/Wilshire Blvd	1457	2066	1742	2140	1884	1651	1799	2070	7,405	7,404
13. Centinela Ave/Santa Monica Blvd	131	823	269	1466	272	1068	304	1046	2,689	2,690
14. Bundy Dr/Santa Monica Blvd	996	1099	1752	1068	1141	1372	1580	823	4,915	4,916
15. Barrington Ave/Santa Monica Blvd	699	1108	765	1823	872	1641	747	1134	4,395	4,394
16. Federal Ave/Santa Monica Blvd	559	1195	358	1641	583	1694	369	1108	3,753	3,754
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	824	2130	0	2502	0	2338	1074	2043	5,456	5,455
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2638	841	2338	1979	1708	0	2130	5,817	5,817
19. Sepulveda Blvd/Santa Monica Blvd	1293	2255	1328	1708	1155	1619	1172	2638	6,584	6,584
20. Veteran Ave/Santa Monica Blvd	704	2149	383	1619	301	1907	392	2255	4,855	4,855
21. Westwood Blvd/Santa Monica Blvd	1673	1942	1424	1736	1183	1899	1726	1968	6,775	6,776
22. Overland Ave/Santa Monica Blvd	0	2508	467	1899	0	2259	673	1942	4,874	4,874
23. S Beverly Glen Blvd/Santa Monica Blvd	862	2245	1275	1805	982	2039	1055	2110	6,187	6,186
24. Century Park W/Santa Monica Blvd	0	2296	727	1816	0	2089	715	2036	4,839	4,840
25. Ave of the Stars/Santa Monica Blvd	0	2066	988	2089	0	2035	811	2296	5,143	5,142
26. Century Park E/Santa Monica Blvd	0	2328	180	2876	0	2972	452	1960	5,384	5,384
27. Bundy Dr/Olympic Blvd	1526	1594	1287	1977	1309	1879	1582	1615	6,384	6,385
28. Barrington Ave/Olympic Blvd	847	2049	1315	1879	1069	1680	1747	1594	6,090	6,090
29. Sepulveda Blvd/Olympic Blvd	1172	2873	901	2438	1328	2397	1655	2003	7,384	7,383
30. Veteran Ave/Olympic Blvd	392	3164	238	2397	383	2346	590	2873	6,191	6,192
31. Westwood Blvd/Olympic Blvd	1463	3146	1224	2119	1194	2186	1540	3033	7,952	7,953
32. Overland Ave/Olympic Blvd	673	3614	501	2186	467	2294	1067	3146	6,974	6,974
33. S Beverly Glen Blvd/Olympic Blvd	1485	3336	871	2054	1027	2154	1140	3425	7,746	7,746
34. Century Park W/Olympic Blvd	1177	2439	0	1869	586	2083	0	2816	5,485	5,485
35. Century Park E/Olympic Blvd	1070	2272	651	2747	226	2561	1016	2937	6,740	6,740
36. Sepulveda Blvd/Pico Blvd	1872	1873	1121	1384	1082	1453	1822	1894	6,250	6,251
37. Veteran Ave/Pico Blvd	373	1705	0	1453	58	1600	0	1873	3,531	3,531
38. Westwood Blvd/Pico Blvd	1375	1594	915	1697	1011	1454	1640	1477	5,581	5,582
39. Overland Ave/Pico Blvd	1067	2095	1080	1454	501	1937	1663	1594	5,696	5,695
40. Fairfax Ave/3rd St	1081	1167	1267	1494	1335	1600	1084	999	5,009	5,018
41. La Brea Ave/3rd St	1696	1195	2275	1192	2060	1251	1830	1217	6,358	6,358
42. Highland Ave/3rd St	1339	1246	1810	1062	1646	1071	1603	1138	5,457	5,458
43. Western Ave/3rd St	1018	1162	1457	1415	1303	1262	1306	1188	5,052	5,059
44. Vermont Ave/3rd St	1560	1650	1971	1290	2240	955	1581	1696	6,471	6,472
45. Fairfax Ave/6th St	1084	489	1345	641	1277	703	1014	565	3,559	3,559
46. La Brea Ave/6th St	1830	798	2094	1111	2275	877	1688	993	5,833	5,833
47. Highland Ave/6th St	1603	1021	1592	877	1810	1070	1415	798	5,093	5,093
48. Western Ave/6th St	991	1257	1597	1373	1449	1067	1316	1386	5,218	5,218
49. Vermont Ave/6th St	1695	1202	2417	1261	2154	1168	1843	1409	6,575	6,574
50. Alvarado St/6th St	956	1430	1453	1090	1241	1205	1175	1308	4,929	4,929
51. San Vicente Blvd/Wilshire Blvd	1694	1480	1149	2003	1252	2146	1626	1302	6,326	6,326
52. Fairfax Ave/Wilshire Blvd	1014	1428	1572	1907	1345	1783	1178	1616	5,921	5,922
53. La Brea Ave/Wilshire Blvd	1688	1268	2425	1592	2094	1698	1933	1248	6,973	6,973
54. Highland Ave/Wilshire Blvd	1415	1413	881	1698	1592	1591	956	1268	5,407	5,407
55. Crenshaw Blvd/Wilshire Blvd	0	2021	1429	1512	0	2318	1333	1312	4,962	4,963
56. Western Ave/Wilshire Blvd	1316	1497	1604	1816	1597	1569	1456	1628	6,233	6,250
57. Vermont Ave/Wilshire Blvd	1843	1646	1767	1675	2417	1613	1579	1343	6,931	6,952
58. Alvarado St/Wilshire Blvd	1175	938	1560	867	1453	670	1358	1060	4,540	4,541
59. Fairfax Ave/8th St	1178	936	937	113	1572	774	818	0	3,164	3,164
60. La Brea Ave/8th St	1933	343	2254	557	2425	428	2057	177	5,087	5,087
61. Highland Ave/8th St	956	529	994	428	881	798	884	343	2,907	2,906
62. Crenshaw Blvd/8th St	1333	473	1424	259	1429	564	1326	170	3,489	3,489
63. Western Ave/8th St	1421	833	1288	615	1510	710	1184	754	4,157	4,158
64. Vermont Ave/8th St	1426	1312	1482	1215	1505	1166	1459	1305	5,435	5,435
65. Alvarado St/8th St	1143	1039	1433	740	1528	737	1122	969	4,355	4,356
66. Fairfax Ave/San Vicente Blvd	1439	1718	1424	2087	1405	1974	1545	1743	6,668	6,667
67. Fairfax Ave/Olympic Blvd	1545	1824	711	2844	1424	2325	892	2282	6,924	6,923
68. San Vicente Blvd/Olympic Blvd	1974	1911	1633	2325	1718	2621	1682	1824	7,843	7,845
69. La Brea Ave/Olympic Blvd	2057	1644	2241	2376	2254	2123	2110	1830	8,318	8,317
70. Highland Ave/Olympic Blvd	802	1697	829	2123	943	2043	823	1644	5,451	5,453
71. Crenshaw Blvd/Olympic Blvd	1326	1763	1330	2236	1424	2028	1199	2002	6,655	6,653
72. Western Ave/Olympic Blvd	1464	1918	1289	1895	1472	1813	1330	1949	6,566	6,564
73. Vermont Ave/Olympic Blvd	1471	2355	1533	1890	1590	1967	1549	2143	7,249	7,249
74. Alvarado St/Olympic Blvd	1098	1770	1099	1508	1398	1347	889	1840	5,475	5,474
75. Comstock Ave/Wilshire Blvd	457	1683	0	1646	344	1927	0	1516		

PM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	128	138	76	0	78	-3	266
2. S Beverly Glen Blvd/Sunset Blvd	0	247	23	147	0	209	-2	209
3. N Beverly Glen Blvd/Sunset Blvd	58	200	209	0	64	157	247	0
4. Centinela Ave/Wilshire Blvd	0	-15	9	116	0	51	-9	67
5. Bundy Dr/Wilshire Blvd	82	-12	103	39	57	121	63	-28
6. Barrington Ave/Wilshire Blvd	44	-21	44	123	28	153	30	-21
7. Federal Ave/Wilshire Blvd	147	-81	4	153	36	199	10	-21
8. Sepulveda Blvd/Wilshire Blvd	-115	-24	25	251	77	36	-84	108
9. Veteran Ave/Wilshire Blvd	-97	155	122	-26	-91	71	8	164
10. Westwood Blvd/Wilshire Blvd	105	10	8	-72	9	-56	78	18
11. S Beverly Glen Blvd/Wilshire Blvd	9	37	123	49	39	15	76	87
12. Santa Monica Blvd/Wilshire Blvd	83	40	135	29	145	27	137	-24
13. Centinela Ave/Santa Monica Blvd	-9	104	-6	141	9	149	13	61
14. Bundy Dr/Santa Monica Blvd	63	100	215	149	103	144	176	104
15. Barrington Ave/Santa Monica Blvd	39	82	62	154	72	116	16	131
16. Federal Ave/Santa Monica Blvd	14	76	54	116	47	105	27	82
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	92	34	0	157	0	191	42	49
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	204	13	191	251	123	0	34
19. Sepulveda Blvd/Santa Monica Blvd	35	249	163	123	135	136	95	204
20. Veteran Ave/Santa Monica Blvd	105	157	63	136	31	127	55	249
21. Westwood Blvd/Santa Monica Blvd	150	222	145	177	109	216	169	201
22. Overland Ave/Santa Monica Blvd	0	264	107	216	0	278	87	222
23. S Beverly Glen Blvd/Santa Monica Blvd	93	260	111	214	128	257	68	225
24. Century Park W/Santa Monica Blvd	0	309	87	245	0	293	98	251
25. Ave of the Stars/Santa Monica Blvd	0	293	142	293	0	327	91	309
26. Century Park E/Santa Monica Blvd	0	223	23	361	0	302	65	240
27. Bundy Dr/Olympic Blvd	89	168	85	188	86	157	102	186
28. Barrington Ave/Olympic Blvd	52	172	122	157	60	147	128	168
29. Sepulveda Blvd/Olympic Blvd	95	212	106	202	163	239	37	173
30. Veteran Ave/Olympic Blvd	55	296	17	239	63	189	144	212
31. Westwood Blvd/Olympic Blvd	154	332	99	227	133	200	160	320
32. Overland Ave/Olympic Blvd	87	406	107	200	107	232	128	332
33. S Beverly Glen Blvd/Olympic Blvd	103	446	80	227	96	254	106	400
34. Century Park W/Olympic Blvd	113	372	0	224	80	224	0	405
35. Century Park E/Olympic Blvd	158	429	84	271	24	364	125	430
36. Sepulveda Blvd/Pico Blvd	140	243	137	118	99	141	163	235
37. Veteran Ave/Pico Blvd	41	219	0	141	25	135	0	243
38. Westwood Blvd/Pico Blvd	133	196	134	137	128	117	165	190
39. Overland Ave/Pico Blvd	128	309	120	117	107	230	140	196
40. Fairfax Ave/3rd St	84	98	87	158	103	150	62	120
41. La Brea Ave/3rd St	134	104	265	111	261	137	104	111
42. Highland Ave/3rd St	112	133	36	115	32	108	126	131
43. Western Ave/3rd St	117	135	136	154	130	131	154	133
44. Vermont Ave/3rd St	159	151	259	88	276	74	155	153
45. Fairfax Ave/6th St	62	64	110	51	97	77	55	58
46. La Brea Ave/6th St	104	95	207	79	265	82	34	104
47. Highland Ave/6th St	126	107	36	82	36	100	120	95
48. Western Ave/6th St	105	174	140	131	144	116	88	202
49. Vermont Ave/6th St	157	116	209	88	268	126	39	135
50. Alvarado St/6th St	101	214	167	210	115	166	210	202
51. San Vicente Blvd/Wilshire Blvd	109	72	236	117	118	3	271	143
52. Fairfax Ave/Wilshire Blvd	55	60	234	-155	110	-25	68	42
53. La Brea Ave/Wilshire Blvd	34	-5	112	-26	207	-147	107	-52
54. Highland Ave/Wilshire Blvd	120	-41	87	-147	36	-84	73	-5
55. Crenshaw Blvd/Wilshire Blvd	0	-78	140	-119	0	-105	86	-37
56. Western Ave/Wilshire Blvd	88	-65	137	-25	140	-93	176	-71
57. Vermont Ave/Wilshire Blvd	39	-103	373	-91	209	-33	147	-84
58. Alvarado St/Wilshire Blvd	210	-280	163	-280	167	-297	227	-284
59. Fairfax Ave/8th St	68	89	225	24	234	84	87	0
60. La Brea Ave/8th St	107	13	161	61	112	82	103	45
61. Highland Ave/8th St	73	98	39	82	87	128	63	13
62. Crenshaw Blvd/8th St	86	81	128	16	140	61	112	-2
63. Western Ave/8th St	170	75	137	60	124	68	153	99
64. Vermont Ave/8th St	119	185	169	149	183	118	139	183
65. Alvarado St/8th St	126	182	118	115	138	146	100	159
66. Fairfax Ave/San Vicente Blvd	111	247	169	240	251	208	156	152
67. Fairfax Ave/Olympic Blvd	156	136	41	345	169	223	48	236
68. San Vicente Blvd/Olympic Blvd	208	139	243	223	247	335	97	136
69. La Brea Ave/Olympic Blvd	103	208	144	195	161	194	97	197
70. Highland Ave/Olympic Blvd	54	160	36	194	34	141	63	208
71. Crenshaw Blvd/Olympic Blvd	112	221	131	201	128	217	101	217
72. Western Ave/Olympic Blvd	153	231	116	182	124	192	115	250
73. Vermont Ave/Olympic Blvd	98	288	135	179	148	196	105	250
74. Alvarado St/Olympic Blvd	120	251	108	130	156	125	93	234
75. Comstock Ave/Wilshire Blvd	8	-99	0	15	-24	-87	0	37

PM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	128	138	76	0	78	-3	266
2. S Beverly Glen Blvd/Sunset Blvd	0	247	23	147	0	209	-2	209
3. N Beverly Glen Blvd/Sunset Blvd	58	200	209	0	64	157	247	0
4. Centinela Ave/Wilshire Blvd	0	-15	9	116	0	51	-9	67
5. Bundy Dr/Wilshire Blvd	82	-12	103	39	57	121	63	-28
6. Barrington Ave/Wilshire Blvd	44	-21	44	123	28	153	30	-21
7. Federal Ave/Wilshire Blvd	147	-81	4	153	36	199	10	-21
8. Sepulveda Blvd/Wilshire Blvd	-115	-24	25	251	77	36	-84	108
9. Veteran Ave/Wilshire Blvd	-97	155	122	-26	-91	71	8	164
10. Westwood Blvd/Wilshire Blvd	105	10	8	-72	9	-56	78	18
11. S Beverly Glen Blvd/Wilshire Blvd	9	37	123	49	39	15	76	87
12. Santa Monica Blvd/Wilshire Blvd	83	40	135	29	145	27	137	-24
13. Centinela Ave/Santa Monica Blvd	-9	104	-6	141	9	149	13	61
14. Bundy Dr/Santa Monica Blvd	63	100	215	149	103	144	176	104
15. Barrington Ave/Santa Monica Blvd	39	82	62	154	72	116	16	131
16. Federal Ave/Santa Monica Blvd	14	76	54	116	47	105	27	82
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	92	34	0	157	0	191	42	49
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	204	13	191	251	123	0	34
19. Sepulveda Blvd/Santa Monica Blvd	35	249	163	123	135	136	95	204
20. Veteran Ave/Santa Monica Blvd	105	157	63	136	31	127	55	249
21. Westwood Blvd/Santa Monica Blvd	150	222	145	177	109	216	169	201
22. Overland Ave/Santa Monica Blvd	0	264	107	216	0	278	87	222
23. S Beverly Glen Blvd/Santa Monica Blvd	93	260	111	214	128	257	68	225
24. Century Park W/Santa Monica Blvd	0	309	87	245	0	293	98	251
25. Ave of the Stars/Santa Monica Blvd	0	293	142	293	0	327	91	309
26. Century Park E/Santa Monica Blvd	0	223	23	361	0	302	65	240
27. Bundy Dr/Olympic Blvd	89	168	85	188	86	157	102	186
28. Barrington Ave/Olympic Blvd	52	172	122	157	60	147	128	168
29. Sepulveda Blvd/Olympic Blvd	95	212	106	202	163	239	37	173
30. Veteran Ave/Olympic Blvd	55	296	17	239	63	189	144	212
31. Westwood Blvd/Olympic Blvd	154	332	99	227	133	200	160	320
32. Overland Ave/Olympic Blvd	87	406	107	200	107	232	128	332
33. S Beverly Glen Blvd/Olympic Blvd	103	446	80	227	96	254	106	400
34. Century Park W/Olympic Blvd	113	372	0	224	80	224	0	405
35. Century Park E/Olympic Blvd	158	429	84	271	24	364	125	430
36. Sepulveda Blvd/Pico Blvd	140	243	137	118	99	141	163	235
37. Veteran Ave/Pico Blvd	41	219	0	141	25	135	0	243
38. Westwood Blvd/Pico Blvd	133	196	134	137	128	117	165	190
39. Overland Ave/Pico Blvd	128	309	120	117	107	230	140	196
40. Fairfax Ave/3rd St	84	98	87	158	103	150	62	120
41. La Brea Ave/3rd St	134	104	265	111	261	137	104	111
42. Highland Ave/3rd St	112	133	36	115	32	108	126	131
43. Western Ave/3rd St	117	135	136	154	130	131	154	133
44. Vermont Ave/3rd St	159	151	259	88	276	74	155	153
45. Fairfax Ave/6th St	62	64	110	51	97	77	55	58
46. La Brea Ave/6th St	104	95	207	79	265	82	34	104
47. Highland Ave/6th St	126	107	36	82	36	100	120	95
48. Western Ave/6th St	105	174	140	131	144	116	88	202
49. Vermont Ave/6th St	157	116	209	88	268	126	39	135
50. Alvarado St/6th St	101	214	167	210	115	166	210	202
51. San Vicente Blvd/Wilshire Blvd	109	72	236	117	118	3	271	143
52. Fairfax Ave/Wilshire Blvd	55	60	234	-155	110	-25	68	42
53. La Brea Ave/Wilshire Blvd	34	-5	112	-26	207	-147	107	-52
54. Highland Ave/Wilshire Blvd	120	-41	87	-147	36	-84	73	-5
55. Crenshaw Blvd/Wilshire Blvd	0	-78	140	-119	0	-105	86	-37
56. Western Ave/Wilshire Blvd	88	-65	137	-25	140	-93	176	-71
57. Vermont Ave/Wilshire Blvd	39	-103	373	-91	209	-33	147	-84
58. Alvarado St/Wilshire Blvd	210	-280	163	-280	167	-297	227	-284
59. Fairfax Ave/8th St	68	89	225	24	234	84	87	0
60. La Brea Ave/8th St	107	13	161	61	112	82	103	45
61. Highland Ave/8th St	73	98	39	82	87	128	63	13
62. Crenshaw Blvd/8th St	86	81	128	16	140	61	112	-2
63. Western Ave/8th St	170	75	137	60	124	68	153	99
64. Vermont Ave/8th St	119	185	169	149	183	118	139	183
65. Alvarado St/8th St	126	182	118	115	138	146	100	159
66. Fairfax Ave/San Vicente Blvd	111	247	169	240	251	208	156	152
67. Fairfax Ave/Olympic Blvd	156	136	41	345	169	223	48	236
68. San Vicente Blvd/Olympic Blvd	208	139	243	223	247	335	97	136
69. La Brea Ave/Olympic Blvd	103	208	144	195	161	194	97	197
70. Highland Ave/Olympic Blvd	54	160	36	194	34	141	63	208
71. Crenshaw Blvd/Olympic Blvd	112	221	131	201	128	217	101	217
72. Western Ave/Olympic Blvd	153	231	116	182	124	192	115	250
73. Vermont Ave/Olympic Blvd	98	288	135	179	148	196	105	250
74. Alvarado St/Olympic Blvd	120	251	108	130	156	125	93	234
75. Comstock Ave/Wilshire Blvd	8	-99	0	15	-24	-87	0	37

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2012 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,178	932	1,380	0	1,655	416	2,418
2. S Beverly Glen Blvd/Sunset Blvd	180	1,696	745	1,696	147	2,229	463	1,477
3. N Beverly Glen Blvd/Sunset Blvd	553	1,357	209	2,017	1,099	1,349	247	1,442
4. Centinela Ave/Wilshire Blvd	45	1,549	156	1,338	99	1,265	28	1,695
5. Bundy Dr/Wilshire Blvd	688	1,590	1,273	1,322	1,192	1,376	690	1,617
6. Barrington Ave/Wilshire Blvd	519	1,774	393	1,487	367	1,504	549	1,752
7. Federal Ave/Wilshire Blvd	1,237	2,635	742	1,516	1,407	2,616	334	1,774
8. Sepulveda Blvd/Wilshire Blvd	565	2,745	972	2,288	950	2,263	688	2,669
9. Veteran Ave/Wilshire Blvd	1,047	3,038	1,289	2,565	903	2,550	549	3,935
10. Westwood Blvd/Wilshire Blvd	1,117	1,830	819	2,081	804	1,992	1,091	1,958
11. S Beverly Glen Blvd/Wilshire Blvd	622	1,665	942	2,235	782	1,945	1,006	1,730
12. Santa Monica Blvd/Wilshire Blvd	1,495	2,096	1,063	2,287	1,542	1,814	1,433	2,151
13. Centinela Ave/Santa Monica Blvd	423	987	451	1,194	394	1,261	462	941
14. Bundy Dr/Santa Monica Blvd	853	870	1,456	1,268	1,271	1,230	1,009	937
15. Barrington Ave/Santa Monica Blvd	697	1,135	733	1,300	718	1,212	793	1,141
16. Federal Ave/Santa Monica Blvd	541	1,165	305	1,237	397	1,222	513	1,115
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,285	1,930	0	1,718	0	2,008	1,410	1,515
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,585	2,247	2,189	2,056	2,205	0	1,760
19. Sepulveda Blvd/Santa Monica Blvd	893	1,649	1,272	1,757	1,102	1,704	1,136	1,628
20. Veteran Ave/Santa Monica Blvd	692	1,980	409	2,065	477	1,973	658	2,040
21. Westwood Blvd/Santa Monica Blvd	1,600	1,990	1,390	2,271	1,708	2,222	1,727	1,594
22. Overland Ave/Santa Monica Blvd	86	2,404	451	1,882	0	2,116	548	2,159
23. S Beverly Glen Blvd/Santa Monica Blvd	1,463	2,445	832	1,769	1,176	1,872	1,392	2,068
24. Century Park W/Santa Monica Blvd	0	2,167	739	1,854	0	1,984	347	2,430
25. Ave of the Stars/Santa Monica Blvd	0	1,808	1,375	1,995	12	2,329	668	2,167
26. Century Park E/Santa Monica Blvd	0	1,759	1,172	2,372	0	2,810	724	1,770
27. Bundy Dr/Olympic Blvd	973	1,916	1,821	2,187	1,922	1,887	1,379	1,709
28. Barrington Ave/Olympic Blvd	1,665	1,923	1,329	2,025	1,316	1,864	1,978	1,784
29. Sepulveda Blvd/Olympic Blvd	939	3,108	1,478	2,066	1,591	2,040	1,034	2,922
30. Veteran Ave/Olympic Blvd	544	3,051	241	1,912	332	1,919	543	2,954
31. Westwood Blvd/Olympic Blvd	1,674	3,185	1,123	1,938	1,259	2,074	1,480	3,108
32. Overland Ave/Olympic Blvd	524	3,461	655	2,123	491	2,221	841	3,210
33. S Beverly Glen Blvd/Olympic Blvd	1,400	3,142	629	2,151	811	2,229	1,174	3,109
34. Century Park W/Olympic Blvd	863	2,412	0	2,153	274	2,124	0	3,030
35. Century Park E/Olympic Blvd	946	2,909	808	2,869	947	2,753	977	2,856
36. Sepulveda Blvd/Pico Blvd	1,259	2,126	1,525	1,706	1,338	1,685	1,538	2,054
37. Veteran Ave/Pico Blvd	492	2,107	0	1,719	231	1,783	0	2,306
38. Westwood Blvd/Pico Blvd	1,282	2,466	888	1,764	1,130	1,679	1,460	2,132
39. Overland Ave/Pico Blvd	902	2,702	1,612	1,712	590	1,895	1,971	2,471
40. Fairfax Ave/3rd St	1,428	1,109	1,200	1,472	1,443	1,517	1,283	974
41. La Brea Ave/3rd St	1,815	1,198	1,934	841	1,872	932	1,790	1,192
42. Highland Ave/3rd St	1,626	1,215	1,200	926	1,330	829	1,608	1,201
43. Western Ave/3rd St	1,365	1,341	1,246	1,395	1,296	1,306	1,389	1,362
44. Vermont Ave/3rd St	1,677	1,354	1,739	1,377	1,959	1,273	1,485	1,432
45. Fairfax Ave/6th St	1,178	592	1,009	473	1,030	572	1,219	431
46. La Brea Ave/6th St	1,795	950	1,891	1,181	1,949	1,205	1,650	1,013
47. Highland Ave/6th St	1,563	931	1,309	1,204	1,295	1,273	1,489	951
48. Western Ave/6th St	1,397	1,323	1,283	1,193	1,314	1,203	1,352	1,328
49. Vermont Ave/6th St	1,362	1,469	1,770	1,280	1,800	410	2,255	1,414
50. Alvarado St/6th St	1,102	1,315	1,324	1,286	1,385	1,127	1,235	1,281
51. San Vicente Blvd/Wilshire Blvd	2,141	1,455	1,178	1,998	1,124	1,769	2,249	1,630
52. Fairfax Ave/Wilshire Blvd	1,740	1,137	1,400	2,085	1,522	1,954	1,736	1,151
53. La Brea Ave/Wilshire Blvd	1,581	1,250	1,626	1,586	1,876	1,288	1,720	1,159
54. Highland Ave/Wilshire Blvd	1,358	1,273	1,041	1,336	1,285	1,317	978	1,428
55. Crenshaw Blvd/Wilshire Blvd	0	1,269	1,253	1,558	0	1,665	846	1,570
56. Western Ave/Wilshire Blvd	1,101	1,409	1,544	846	1,506	880	1,233	1,299
57. Vermont Ave/Wilshire Blvd	1,266	1,384	1,767	1,362	1,630	1,318	1,459	1,392
58. Alvarado St/Wilshire Blvd	1,255	929	1,266	766	1,348	709	1,295	863
59. Fairfax Ave/8th St	1,203	353	1,146	111	1,199	426	1,186	0
60. La Brea Ave/8th St	1,721	179	1,631	475	1,601	337	1,802	267
61. Highland Ave/8th St	994	126	981	125	1,058	192	908	66
62. Crenshaw Blvd/8th St	790	401	1,393	347	1,270	398	1,124	139
63. Western Ave/8th St	1,509	811	1,174	614	1,175	701	1,471	763
64. Vermont Ave/8th St	1,522	1,383	1,588	1,010	1,592	977	1,474	1,461
65. Alvarado St/8th St	1,130	1,040	1,119	787	1,138	830	1,096	1,014
66. Fairfax Ave/San Vicente Blvd	1,257	1,069	961	1,290	1,179	1,292	1,200	904
67. Fairfax Ave/Olympic Blvd	1,208	1,284	725	2,271	926	2,019	998	1,543
68. San Vicente Blvd/Olympic Blvd	1,240	1,439	939	1,991	1,087	1,818	1,409	1,298
69. La Brea Ave/Olympic Blvd	1,959	1,386	1,700	1,950	1,870	1,948	1,805	1,371
70. Highland Ave/Olympic Blvd	964	1,407	773	2,012	1,005	1,882	923	1,349
71. Crenshaw Blvd/Olympic Blvd	1,179	1,628	1,440	2,061	1,383	2,138	1,204	1,580
72. Western Ave/Olympic Blvd	1,521	1,698	1,146	1,942	1,187	2,050	1,351	1,718
73. Vermont Ave/Olympic Blvd	1,390	1,723	1,557	1,938	1,618	1,912	1,306	1,772
74. Alvarado St/Olympic Blvd	1,166	1,846	1,061	1,552	1,201	1,513	968	1,942
75. Comstock Ave/Wilshire Blvd	156	1,961	281	2,026	348	1,987	121	1,970

2012WP PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	932	416	0	0	1,380	2,418	2,178	1,655	4,490	4,489
2. S Beverly Glen Blvd/Sunset Blvd	745	463	180	147	1,696	1,477	1,696	2,229	4,317	4,316
3. N Beverly Glen Blvd/Sunset Blvd	209	247	553	1,099	2,017	1,442	1,357	1,349	4,136	4,137
4. Centinela Ave/Wilshire Blvd	156	28	45	99	1,338	1,695	1,549	1,265	3,088	3,087
5. Bundy Dr/Wilshire Blvd	1,273	690	688	1,192	1,322	1,617	1,590	1,376	4,873	4,874
6. Barrington Ave/Wilshire Blvd	393	549	519	367	1,487	1,752	1,774	1,504	4,172	4,172
7. Federal Ave/Wilshire Blvd	742	334	1,237	1,407	1,516	1,774	2,635	2,616	6,130	6,131
8. Sepulveda Blvd/Wilshire Blvd	972	688	565	950	2,288	2,669	2,745	2,263	6,570	6,570
9. Veteran Ave/Wilshire Blvd	1,289	549	1,047	903	2,565	3,935	3,038	2,550	7,939	7,937
10. Westwood Blvd/Wilshire Blvd	819	1,091	1,117	804	2,081	1,958	1,830	1,992	5,847	5,845
11. S Beverly Glen Blvd/Wilshire Blvd	942	1,006	622	782	2,235	1,730	1,665	1,945	5,464	5,463
12. Santa Monica Blvd/Wilshire Blvd	1,063	1,433	1,495	1,542	2,287	2,151	2,096	1,814	6,941	6,939
13. Centinela Ave/Santa Monica Blvd	451	462	423	394	1,194	941	987	1,261	3,056	3,058
14. Bundy Dr/Santa Monica Blvd	1,456	1,009	853	1,271	1,268	937	870	1,230	4,447	4,447
15. Barrington Ave/Santa Monica Blvd	733	793	697	718	1,300	1,141	1,135	1,212	3,865	3,863
16. Federal Ave/Santa Monica Blvd	305	513	541	397	1,237	1,115	1,165	1,222	3,247	3,248
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,410	1,285	0	1,718	1,515	1,930	2,008	4,934	4,933
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,247	0	0	2,056	2,189	1,760	1,585	2,205	6,021	6,021
19. Sepulveda Blvd/Santa Monica Blvd	1,272	1,136	893	1,102	1,757	1,628	1,649	1,704	5,570	5,570
20. Veteran Ave/Santa Monica Blvd	409	658	692	477	2,065	2,040	1,980	1,973	5,147	5,148
21. Westwood Blvd/Santa Monica Blvd	1,390	1,727	1,600	1,708	2,271	1,594	1,990	2,222	7,250	7,251
22. Overland Ave/Santa Monica Blvd	451	548	86	0	1,882	2,159	2,404	2,116	4,823	4,823
23. S Beverly Glen Blvd/Santa Monica Blvd	832	1,392	1,463	1,176	1,769	2,068	2,445	1,872	6,509	6,509
24. Century Park W/Santa Monica Blvd	739	347	0	0	1,854	2,430	2,167	1,984	4,760	4,761
25. Ave of the Stars/Santa Monica Blvd	1,375	668	0	12	1,995	2,167	1,808	2,329	5,178	5,177
26. Century Park E/Santa Monica Blvd	1,172	724	0	0	2,372	1,770	1,759	2,810	5,303	5,303
27. Bundy Dr/Olympic Blvd	1,821	1,379	973	1,922	2,187	1,709	1,916	1,887	6,896	6,897
28. Barrington Ave/Olympic Blvd	1,329	1,978	1,665	1,316	2,025	1,784	1,923	1,864	6,943	6,943
29. Sepulveda Blvd/Olympic Blvd	1,478	1,034	939	1,591	2,066	2,922	3,108	2,040	7,590	7,587
30. Veteran Ave/Olympic Blvd	241	543	544	332	1,912	2,954	3,051	1,919	5,747	5,748
31. Westwood Blvd/Olympic Blvd	1,123	1,480	1,674	1,259	1,938	3,108	3,185	2,074	7,921	7,922
32. Overland Ave/Olympic Blvd	655	841	524	491	2,123	3,210	3,461	2,221	6,764	6,763
33. S Beverly Glen Blvd/Olympic Blvd	629	1,174	1,400	811	2,151	3,109	3,142	2,229	7,323	7,323
34. Century Park W/Olympic Blvd	0	0	863	274	2,153	3,030	2,412	2,124	5,428	5,428
35. Century Park E/Olympic Blvd	808	977	946	947	2,869	2,856	2,909	2,753	7,532	7,533
36. Sepulveda Blvd/Pico Blvd	1,525	1,538	1,259	1,338	1,706	2,054	2,126	1,685	6,615	6,615
37. Veteran Ave/Pico Blvd	0	0	492	231	1,719	2,306	2,107	1,783	4,317	4,319
38. Westwood Blvd/Pico Blvd	888	1,460	1,282	1,130	1,764	2,132	2,466	1,679	6,401	6,401
39. Overland Ave/Pico Blvd	1,612	1,971	902	590	1,712	2,471	2,702	1,895	6,928	6,927
40. Fairfax Ave/3rd St	1,200	1,283	1,428	1,443	1,472	974	1,109	1,517	5,210	5,218
41. La Brea Ave/3rd St	1,934	1,790	1,815	1,872	841	1,192	1,198	932	5,787	5,786
42. Highland Ave/3rd St	1,200	1,608	1,626	1,330	926	1,201	1,215	829	4,968	4,969
43. Western Ave/3rd St	1,246	1,389	1,365	1,296	1,395	1,362	1,341	1,306	5,347	5,353
44. Vermont Ave/3rd St	1,739	1,485	1,677	1,959	1,377	1,432	1,354	1,273	6,148	6,149
45. Fairfax Ave/6th St	1,009	1,219	1,178	1,030	473	431	592	572	3,252	3,252
46. La Brea Ave/6th St	1,891	1,650	1,795	1,949	1,181	1,013	950	1,205	5,817	5,817
47. Highland Ave/6th St	1,309	1,489	1,563	1,295	1,204	951	931	1,273	5,008	5,008
48. Western Ave/6th St	1,283	1,352	1,397	1,314	1,193	1,328	1,323	1,203	5,197	5,197
49. Vermont Ave/6th St	1,770	2,255	1,362	1,800	1,280	1,414	1,469	410	5,882	5,880
50. Alvarado St/6th St	1,324	1,235	1,102	1,385	1,286	1,281	1,315	1,127	5,027	5,028
51. San Vicente Blvd/Wilshire Blvd	1,178	2,249	2,141	1,124	1,998	1,630	1,455	1,769	6,771	6,772
52. Fairfax Ave/Wilshire Blvd	1,400	1,736	1,740	1,522	2,085	1,151	1,137	1,954	6,363	6,364
53. La Brea Ave/Wilshire Blvd	1,626	1,720	1,581	1,876	1,586	1,159	1,250	1,288	6,043	6,043
54. Highland Ave/Wilshire Blvd	1,041	978	1,358	1,285	1,336	1,428	1,273	1,317	5,007	5,008
55. Crenshaw Blvd/Wilshire Blvd	1,253	846	0	0	1,558	1,570	1,269	1,665	4,081	4,082
56. Western Ave/Wilshire Blvd	1,544	1,233	1,101	1,506	846	1,299	1,409	880	4,900	4,917
57. Vermont Ave/Wilshire Blvd	1,767	1,459	1,266	1,630	1,362	1,392	1,384	1,318	5,778	5,799
58. Alvarado St/Wilshire Blvd	1,266	1,295	1,255	1,348	766	863	929	709	4,215	4,215
59. Fairfax Ave/8th St	1,146	1,186	1,203	1,199	111	0	353	426	2,812	2,811
60. La Brea Ave/8th St	1,631	1,802	1,721	1,601	475	267	179	337	4,006	4,006
61. Highland Ave/8th St	981	908	994	1,058	125	66	126	192	2,226	2,225
62. Crenshaw Blvd/8th St	1,393	1,124	790	1,270	347	139	401	398	2,932	2,932
63. Western Ave/8th St	1,174	1,471	1,509	1,175	614	763	811	701	4,108	4,110
64. Vermont Ave/8th St	1,588	1,474	1,522	1,592	1,010	1,461	1,383	977	5,503	5,504
65. Alvarado St/8th St	1,119	1,096	1,130	1,138	787	1,014	1,040	830	4,078	4,080
66. Fairfax Ave/San Vicente Blvd	961	1,200	1,257	1,179	1,290	904	1,069	1,292	4,576	4,576
67. Fairfax Ave/Olympic Blvd	725	998	1,208	926	2,271	1,543	1,284	2,019	5,488	5,486
68. San Vicente Blvd/Olympic Blvd	939	1,409	1,240	1,087	1,991	1,298	1,439	1,818	5,609	5,611
69. La Brea Ave/Olympic Blvd	1,700	1,805	1,959	1,870	1,950	1,371	1,386	1,948	6,995	6,994
70. Highland Ave/Olympic Blvd	773	923	964	1,005	2,012	1,349	1,407	1,882	5,156	5,158
71. Crenshaw Blvd/Olympic Blvd	1,440	1,204	1,179	1,383	2,061	1,580	1,628	2,138	6,308	6,306
72. Western Ave/Olympic Blvd	1,146	1,351	1,521	1,187	1,942	1,718	1,698	2,050	6,307	6,306
73. Vermont Ave/Olympic Blvd	1,557	1,306	1,390	1,618	1,938	1,772	1,723	1,912	6,608	6,607
74. Alvarado St/Olympic Blvd	1,061	968	1,166	1,201	1,552	1,942	1,846	1,513	5,625	5,624
75. Comstock Ave/Wilshire Blvd	281	121	156	348	2,026	1,970	1,961	1,987	4,424	4,426

YEAR 2012 WITH PROJECT ALTERNATIVE A CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2012WP Alt A AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,420	965	1,727	0	1,460	1,412	1,241	4,112	4,113
2. S Beverly Glen Blvd/Sunset Blvd	0	2,697	215	801	0	917	727	2,070	3,713	3,714
3. N Beverly Glen Blvd/Sunset Blvd	1,253	1,578	917	0	284	767	2,697	0	3,748	3,748
4. Centinela Ave/Wilshire Blvd	0	1,307	138	1,068	0	1,109	195	1,209	2,513	2,513
5. Bundy Dr/Wilshire Blvd	781	1456	1003	1011	820	1140	1068	1222	4,251	4,250
6. Barrington Ave/Wilshire Blvd	671	1,565	572	1,379	517	1,470	516	1,684	4,187	4,187
7. Federal Ave/Wilshire Blvd	2,112	1,464	561	1,470	1,068	2,416	558	1,565	5,607	5,607
8. Sepulveda Blvd/Wilshire Blvd	1,360	2,197	710	2,622	401	2,830	1,250	2,410	6,889	6,891
9. Veteran Ave/Wilshire Blvd	1,410	1,587	556	3,972	1,207	3,122	974	2,220	7,525	7,523
10. Westwood Blvd/Wilshire Blvd	1,091	1,567	1,027	2,343	2,503	1,543	714	1,266	6,028	6,026
11. S Beverly Glen Blvd/Wilshire Blvd	716	1,747	889	1,786	727	1,324	1,055	2,030	5,138	5,136
12. Santa Monica Blvd/Wilshire Blvd	1,723	1,715	1,420	1,948	1,426	1,368	2,049	1,964	6,806	6,807
13. Centinela Ave/Santa Monica Blvd	195	932	343	994	138	808	253	1,265	2,464	2,464
14. Bundy Dr/Santa Monica Blvd	1,068	1,277	1,577	808	1,003	1,113	1,684	932	4,730	4,732
15. Barrington Ave/Santa Monica Blvd	738	1,394	668	1,283	818	1,134	801	1,330	4,083	4,083
16. Federal Ave/Santa Monica Blvd	594	1,475	336	1,134	524	1,331	290	1,394	3,539	3,539
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	990	1,907	0	2,057	0	2,185	443	2,326	4,954	4,954
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,890	1,078	2,185	1,294	1,953	0	1,907	5,153	5,154
19. Sepulveda Blvd/Santa Monica Blvd	1,354	1,721	1,243	1,953	1,161	2,030	1,190	1,890	6,271	6,271
20. Veteran Ave/Santa Monica Blvd	239	1,993	553	2,030	818	2,034	241	1,721	4,815	4,814
21. Westwood Blvd/Santa Monica Blvd	1,101	1,835	1,824	2,025	1,760	1,939	1,276	1,810	6,785	6,785
22. Overland Ave/Santa Monica Blvd	0	2,206	596	1,939	0	2,491	415	1,835	4,741	4,741
23. S Beverly Glen Blvd/Santa Monica Blvd	945	2,115	927	2,116	787	2,261	1,210	1,845	6,103	6,103
24. Century Park W/Santa Monica Blvd	0	1,933	731	2,081	0	2,232	665	1,849	4,745	4,746
25. Ave of the Stars/Santa Monica Blvd	0	1,605	823	2,232	0	1,879	848	1,933	4,660	4,660
26. Century Park E/Santa Monica Blvd	0	2,711	331	1,771	0	2,018	292	2,502	4,813	4,812
27. Bundy Dr/Olympic Blvd	1,220	1,752	1,641	1,397	1,521	1,333	1,228	1,929	6,010	6,011
28. Barrington Ave/Olympic Blvd	804	1,892	1,727	1,333	1,219	1,664	1,120	1,752	5,756	5,755
29. Sepulveda Blvd/Olympic Blvd	1,190	2,120	1,231	2,466	1,243	2,478	1,079	2,207	7,007	7,007
30. Veteran Ave/Olympic Blvd	241	2,234	376	2,478	553	2,339	317	2,120	5,329	5,329
31. Westwood Blvd/Olympic Blvd	1,100	2,120	1,486	2,343	1,669	2,201	1,190	1,989	7,049	7,049
32. Overland Ave/Olympic Blvd	415	2,224	727	2,201	596	2,358	494	2,120	5,567	5,568
33. S Beverly Glen Blvd/Olympic Blvd	852	2,141	1,469	2,218	1,573	2,465	718	1,925	6,680	6,681
34. Century Park W/Olympic Blvd	369	2,423	0	2,067	1,128	1,877	0	1,854	4,859	4,859
35. Century Park E/Olympic Blvd	127	3,002	1,222	2,224	1,121	1,699	493	3,262	6,575	6,575
36. Sepulveda Blvd/Pico Blvd	1,308	1,560	1,682	1,154	1,461	1,768	1,068	1,406	5,704	5,703
37. Veteran Ave/Pico Blvd	88	1,632	0	1,768	145	1,783	0	1,560	3,488	3,488
38. Westwood Blvd/Pico Blvd	922	1,938	1,718	1,574	1,472	2,106	796	1,779	6,152	6,153
39. Overland Ave/Pico Blvd	494	2,284	1,665	2,106	727	2,736	1,147	1,938	6,549	6,548
40. Fairfax Ave/3rd St	1,319	1,608	951	749	957	1,000	1,188	1,494	4,627	4,639
41. La Brea Ave/3rd St	1,921	1,311	1,696	1,099	1,562	1,102	2,155	1,208	6,027	6,027
42. Highland Ave/3rd St	1,554	1,205	1,545	1,026	1,314	1,057	1,809	1,151	5,330	5,331
43. Western Ave/3rd St	1,244	1,293	1,172	1,129	916	1,108	1,421	1,400	4,838	4,845
44. Vermont Ave/3rd St	2,090	1,343	1,389	1,718	1,412	1,876	1,959	1,293	6,540	6,540
45. Fairfax Ave/6th St	1,188	876	815	483	962	332	1,376	691	3,362	3,361
46. La Brea Ave/6th St	2,155	1,025	1,584	764	1,696	646	1,901	1,285	5,528	5,528
47. Highland Ave/6th St	1,809	1,078	1,415	646	1,545	879	1,498	1,025	4,948	4,947
48. Western Ave/6th St	1,434	1,058	1,100	1,297	807	1,157	1,576	1,348	4,889	4,888
49. Vermont Ave/6th St	2,134	986	1,845	1,205	1,450	1,177	2,263	1,280	6,170	6,170
50. Alvarado St/6th St	1,271	965	1,002	1,261	802	1,345	1,508	844	4,499	4,499
51. San Vicente Blvd/Wilshire Blvd	972	2,046	1,604	889	1,290	1,195	749	2,278	5,511	5,512
52. Fairfax Ave/Wilshire Blvd	1,376	1,770	1,069	1,286	815	1,201	1,519	1,965	5,501	5,500
53. La Brea Ave/Wilshire Blvd	1,901	1,573	1,847	1,153	1,584	1,249	2,102	1,539	6,474	6,474
54. Highland Ave/Wilshire Blvd	1,498	1,561	891	1,249	1,415	1,248	962	1,573	5,199	5,198
55. Crenshaw Blvd/Wilshire Blvd	0	2,308	1,220	1,224	0	1,902	1,366	1,485	4,752	4,753
56. Western Ave/Wilshire Blvd	1,576	1,483	1,208	1,612	1,100	1,510	1,577	1,706	5,879	5,893
57. Vermont Ave/Wilshire Blvd	2,263	1,405	1,501	1,429	1,845	1,489	1,784	1,502	6,598	6,620
58. Alvarado St/Wilshire Blvd	1,508	853	1,158	1,509	1,002	1,396	1,607	1,023	5,028	5,028
59. Fairfax Ave/8th St	1,519	568	745	53	1,069	904	913	0	2,885	2,886
60. La Brea Ave/8th St	2,102	537	1,868	106	1,847	156	2,037	574	4,613	4,614
61. Highland Ave/8th St	962	751	1,033	156	891	590	884	537	2,902	2,902
62. Crenshaw Blvd/8th St	1,366	533	1,169	154	1,220	379	1,410	213	3,222	3,222
63. Western Ave/8th St	1,497	756	1,070	595	1,202	749	1,253	712	3,918	3,916
64. Vermont Ave/8th St	1,470	1,016	1,367	1,353	1,373	1,266	1,535	1,033	5,206	5,207
65. Alvarado St/8th St	1,452	570	1,023	954	1,066	1,020	1,384	529	3,999	3,999
66. Fairfax Ave/San Vicente Blvd	1,275	2,036	1,450	1,246	1,493	1,193	1,328	1,994	6,007	6,008
67. Fairfax Ave/Olympic Blvd	1,328	2,434	740	2,251	1,450	1,794	774	2,735	6,753	6,753
68. San Vicente Blvd/Olympic Blvd	1,193	2,523	1,947	1,794	2,036	1,658	1,328	2,434	7,457	7,456
69. La Brea Ave/Olympic Blvd	2,037	1,946	2,126	1,717	1,868	1,689	1,903	2,367	7,826	7,827
70. Highland Ave/Olympic Blvd	836	1,966	887	1,689	958	1,684	792	1,946	5,378	5,380
71. Crenshaw Blvd/Olympic Blvd	1,410	1,944	1,082	1,947	1,169	1,759	1,258	2,194	6,383	6,380
72. Western Ave/Olympic Blvd	1,529	1,853	1,138	1,764	1,250	1,755	1,350	1,929	6,284	6,284
73. Vermont Ave/Olympic Blvd	1,543	2,016	1,470	2,021	1,482	2,117	1,593	1,859	7,050	7,051
74. Alvarado St/Olympic Blvd	1,411	1,301	850	1,700	947	1,765	966	1,585	5,262	5,263
75. Comstock Ave/Wilshire Blvd	373	1,935	0	1,324	382	1,504	0	1,747	3,632	3,633

AM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	186	93	113	0	115	107	172
2. S Beverly Glen Blvd/Sunset Blvd	0	360	-12	135	0	118	46	320
3. N Beverly Glen Blvd/Sunset Blvd	137	246	118	0	-10	151	360	0
4. Centinela Ave/Wilshire Blvd	0	64	-9	52	0	13	6	88
5. Bundy Dr/Wilshire Blvd	138	72	85	-3	65	24	146	56
6. Barrington Ave/Wilshire Blvd	77	86	52	15	24	80	50	76
7. Federal Ave/Wilshire Blvd	98	93	58	80	136	99	7	86
8. Sepulveda Blvd/Wilshire Blvd	-76	112	125	132	-14	192	26	90
9. Veteran Ave/Wilshire Blvd	84	-32	26	262	114	-32	134	122
10. Westwood Blvd/Wilshire Blvd	19	-72	168	-32	280	-141	20	-78
11. S Beverly Glen Blvd/Wilshire Blvd	128	-162	137	-60	107	-28	79	-118
12. Santa Monica Blvd/Wilshire Blvd	162	-118	156	82	93	108	271	-190
13. Centinela Ave/Santa Monica Blvd	6	92	7	132	-9	134	19	93
14. Bundy Dr/Santa Monica Blvd	146	110	199	134	85	182	232	92
15. Barrington Ave/Santa Monica Blvd	68	36	19	203	76	134	28	89
16. Federal Ave/Santa Monica Blvd	63	76	34	134	77	147	46	36
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	-27	91	0	150	0	208	-84	90
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	137	65	208	175	145	0	91
19. Sepulveda Blvd/Santa Monica Blvd	115	183	180	145	204	154	129	137
20. Veteran Ave/Santa Monica Blvd	40	182	129	154	123	149	48	183
21. Westwood Blvd/Santa Monica Blvd	105	270	274	230	324	207	174	175
22. Overland Ave/Santa Monica Blvd	0	254	142	207	0	316	16	270
23. S Beverly Glen Blvd/Santa Monica Blvd	83	306	122	237	154	264	90	239
24. Century Park W/Santa Monica Blvd	0	309	103	273	0	280	92	313
25. Ave of the Stars/Santa Monica Blvd	0	274	151	280	0	282	115	309
26. Century Park E/Santa Monica Blvd	0	345	4	268	0	199	88	330
27. Bundy Dr/Olympic Blvd	120	203	114	184	129	166	125	203
28. Barrington Ave/Olympic Blvd	59	182	171	166	86	175	114	203
29. Sepulveda Blvd/Olympic Blvd	129	198	130	256	180	233	59	242
30. Veteran Ave/Olympic Blvd	48	172	76	233	129	149	52	198
31. Westwood Blvd/Olympic Blvd	156	244	255	168	340	169	123	191
32. Overland Ave/Olympic Blvd	16	303	139	169	142	172	70	244
33. S Beverly Glen Blvd/Olympic Blvd	79	361	150	164	178	204	86	286
34. Century Park W/Olympic Blvd	81	401	0	204	112	249	0	324
35. Century Park E/Olympic Blvd	49	499	120	280	98	286	98	466
36. Sepulveda Blvd/Pico Blvd	96	238	168	151	140	226	95	190
37. Veteran Ave/Pico Blvd	16	267	0	226	65	205	0	238
38. Westwood Blvd/Pico Blvd	129	322	291	208	256	298	139	257
39. Overland Ave/Pico Blvd	70	318	270	298	139	377	118	322
40. Fairfax Ave/3rd St	124	149	67	125	91	103	101	184
41. La Brea Ave/3rd St	232	120	115	133	124	117	232	127
42. Highland Ave/3rd St	121	143	116	128	107	119	177	105
43. Western Ave/3rd St	163	139	159	139	110	131	204	162
44. Vermont Ave/3rd St	200	118	155	142	155	188	174	98
45. Fairfax Ave/6th St	101	123	67	60	78	55	119	97
46. La Brea Ave/6th St	232	115	105	93	115	98	155	177
47. Highland Ave/6th St	177	111	126	98	116	137	142	115
48. Western Ave/6th St	220	133	99	176	98	154	197	177
49. Vermont Ave/6th St	186	90	196	96	153	136	153	126
50. Alvarado St/6th St	163	85	131	85	85	144	184	50
51. San Vicente Blvd/Wilshire Blvd	93	47	309	92	119	74	169	180
52. Fairfax Ave/Wilshire Blvd	119	26	65	-22	67	7	106	7
53. La Brea Ave/Wilshire Blvd	155	-37	69	11	105	-30	205	-83
54. Highland Ave/Wilshire Blvd	142	-70	130	-30	126	-55	135	-37
55. Crenshaw Blvd/Wilshire Blvd	0	-47	73	-25	0	-134	179	-43
56. Western Ave/Wilshire Blvd	197	-81	66	33	99	-25	230	-74
57. Vermont Ave/Wilshire Blvd	153	-27	245	-37	196	-29	246	-57
58. Alvarado St/Wilshire Blvd	184	56	143	199	131	166	208	77
59. Fairfax Ave/8th St	106	47	99	7	65	87	107	0
60. La Brea Ave/8th St	205	77	94	32	69	62	179	98
61. Highland Ave/8th St	135	94	89	62	130	95	79	77
62. Crenshaw Blvd/8th St	179	68	31	32	73	75	171	-9
63. Western Ave/8th St	218	51	126	61	68	105	193	88
64. Vermont Ave/8th St	143	117	130	215	125	172	188	120
65. Alvarado St/8th St	189	86	92	126	130	153	153	57
66. Fairfax Ave/San Vicente Blvd	133	242	180	161	181	150	143	242
67. Fairfax Ave/Olympic Blvd	143	252	70	331	180	231	69	315
68. San Vicente Blvd/Olympic Blvd	150	267	225	231	242	162	217	252
69. La Brea Ave/Olympic Blvd	179	185	136	211	94	179	186	253
70. Highland Ave/Olympic Blvd	72	189	84	179	77	176	88	185
71. Crenshaw Blvd/Olympic Blvd	171	213	13	209	31	212	153	206
72. Western Ave/Olympic Blvd	192	204	90	222	116	243	164	186
73. Vermont Ave/Olympic Blvd	148	210	128	262	129	260	165	194
74. Alvarado St/Olympic Blvd	176	121	93	204	94	208	125	168
75. Comstock Ave/Wilshire Blvd	21	-199	0	-28	-7	-36	0	-162

AM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	186	93	113	0	115	107	172
2. S Beverly Glen Blvd/Sunset Blvd	0	360	-12	135	0	118	46	320
3. N Beverly Glen Blvd/Sunset Blvd	137	246	118	0	-10	151	360	0
4. Centinela Ave/Wilshire Blvd	0	64	-9	52	0	13	6	88
5. Bundy Dr/Wilshire Blvd	138	72	85	-3	65	24	146	56
6. Barrington Ave/Wilshire Blvd	77	86	52	15	24	80	50	76
7. Federal Ave/Wilshire Blvd	98	93	58	80	136	99	7	86
8. Sepulveda Blvd/Wilshire Blvd	-76	112	125	132	-14	192	26	90
9. Veteran Ave/Wilshire Blvd	84	-32	26	262	114	-32	134	122
10. Westwood Blvd/Wilshire Blvd	19	-72	168	-32	280	-141	20	-78
11. S Beverly Glen Blvd/Wilshire Blvd	128	-162	137	-60	107	-28	79	-118
12. Santa Monica Blvd/Wilshire Blvd	162	-118	156	82	93	108	271	-190
13. Centinela Ave/Santa Monica Blvd	6	92	7	132	-9	134	19	93
14. Bundy Dr/Santa Monica Blvd	146	110	199	134	85	182	232	92
15. Barrington Ave/Santa Monica Blvd	68	36	19	203	76	134	28	89
16. Federal Ave/Santa Monica Blvd	63	76	34	134	77	147	46	36
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	-27	91	0	150	0	208	-84	90
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	137	65	208	175	145	0	91
19. Sepulveda Blvd/Santa Monica Blvd	115	183	180	145	204	154	129	137
20. Veteran Ave/Santa Monica Blvd	40	182	129	154	123	149	48	183
21. Westwood Blvd/Santa Monica Blvd	105	270	274	230	324	207	174	175
22. Overland Ave/Santa Monica Blvd	0	254	142	207	0	316	16	270
23. S Beverly Glen Blvd/Santa Monica Blvd	83	306	122	237	154	264	90	239
24. Century Park W/Santa Monica Blvd	0	309	103	273	0	280	92	313
25. Ave of the Stars/Santa Monica Blvd	0	274	151	280	0	282	115	309
26. Century Park E/Santa Monica Blvd	0	345	4	268	0	199	88	330
27. Bundy Dr/Olympic Blvd	120	203	114	184	129	166	125	203
28. Barrington Ave/Olympic Blvd	59	182	171	166	86	175	114	203
29. Sepulveda Blvd/Olympic Blvd	129	198	130	256	180	233	59	242
30. Veteran Ave/Olympic Blvd	48	172	76	233	129	149	52	198
31. Westwood Blvd/Olympic Blvd	156	244	255	168	340	169	123	191
32. Overland Ave/Olympic Blvd	16	303	139	169	142	172	70	244
33. S Beverly Glen Blvd/Olympic Blvd	79	361	150	164	178	204	86	286
34. Century Park W/Olympic Blvd	81	401	0	204	112	249	0	324
35. Century Park E/Olympic Blvd	49	499	120	280	98	286	98	466
36. Sepulveda Blvd/Pico Blvd	96	238	168	151	140	226	95	190
37. Veteran Ave/Pico Blvd	16	267	0	226	65	205	0	238
38. Westwood Blvd/Pico Blvd	129	322	291	208	256	298	139	257
39. Overland Ave/Pico Blvd	70	318	270	298	139	377	118	322
40. Fairfax Ave/3rd St	124	149	67	125	91	103	101	184
41. La Brea Ave/3rd St	232	120	115	133	124	117	232	127
42. Highland Ave/3rd St	121	143	116	128	107	119	177	105
43. Western Ave/3rd St	163	139	159	139	110	131	204	162
44. Vermont Ave/3rd St	200	118	155	142	155	188	174	98
45. Fairfax Ave/6th St	101	123	67	60	78	55	119	97
46. La Brea Ave/6th St	232	115	105	93	115	98	155	177
47. Highland Ave/6th St	177	111	126	98	116	137	142	115
48. Western Ave/6th St	220	133	99	176	98	154	197	177
49. Vermont Ave/6th St	186	90	196	96	153	136	153	126
50. Alvarado St/6th St	163	85	131	85	85	144	184	50
51. San Vicente Blvd/Wilshire Blvd	93	47	309	92	119	74	169	180
52. Fairfax Ave/Wilshire Blvd	119	26	65	-22	67	7	106	7
53. La Brea Ave/Wilshire Blvd	155	-37	69	11	105	-30	205	-83
54. Highland Ave/Wilshire Blvd	142	-70	130	-30	126	-55	135	-37
55. Crenshaw Blvd/Wilshire Blvd	0	-47	73	-25	0	-134	179	-43
56. Western Ave/Wilshire Blvd	197	-81	66	33	99	-25	230	-74
57. Vermont Ave/Wilshire Blvd	153	-27	245	-37	196	-29	246	-57
58. Alvarado St/Wilshire Blvd	184	56	143	199	131	166	208	77
59. Fairfax Ave/8th St	106	47	99	7	65	87	107	0
60. La Brea Ave/8th St	205	77	94	32	69	62	179	98
61. Highland Ave/8th St	135	94	89	62	130	95	79	77
62. Crenshaw Blvd/8th St	179	68	31	32	73	75	171	-9
63. Western Ave/8th St	218	51	126	61	68	105	193	88
64. Vermont Ave/8th St	143	117	130	215	125	172	188	120
65. Alvarado St/8th St	189	86	92	126	130	153	153	57
66. Fairfax Ave/San Vicente Blvd	133	242	180	161	181	150	143	242
67. Fairfax Ave/Olympic Blvd	143	252	70	331	180	231	69	315
68. San Vicente Blvd/Olympic Blvd	150	267	225	231	242	162	217	252
69. La Brea Ave/Olympic Blvd	179	185	136	211	94	179	186	253
70. Highland Ave/Olympic Blvd	72	189	84	179	77	176	88	185
71. Crenshaw Blvd/Olympic Blvd	171	213	13	209	31	212	153	206
72. Western Ave/Olympic Blvd	192	204	90	222	116	243	164	186
73. Vermont Ave/Olympic Blvd	148	210	128	262	129	260	165	194
74. Alvarado St/Olympic Blvd	176	121	93	204	94	208	125	168
75. Comstock Ave/Wilshire Blvd	21	-199	0	-28	-7	-36	0	-162

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2012 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,635	606	2,295	0	2,559	630	1,348
2. S Beverly Glen Blvd/Sunset Blvd	169	2,450	475	1,072	179	1,315	662	2,011
3. N Beverly Glen Blvd/Sunset Blvd	1,171	1,440	118	1,198	342	1,143	360	2,083
4. Centinela Ave/Wilshire Blvd	20	1,591	159	1,063	49	1,037	86	1,661
5. Bundy Dr/Wilshire Blvd	847	1,577	933	1,267	809	1,304	893	1,617
6. Barrington Ave/Wilshire Blvd	735	1,724	663	1,155	509	1,457	540	1,771
7. Federal Ave/Wilshire Blvd	1,665	2,673	549	1,852	1,315	3,246	384	1,794
8. Sepulveda Blvd/Wilshire Blvd	1,136	2,856	791	3,105	363	3,505	916	3,103
9. Veteran Ave/Wilshire Blvd	529	2,505	1,028	4,658	1,314	3,927	497	2,980
10. Westwood Blvd/Wilshire Blvd	511	2,066	1,029	2,566	1,412	2,040	596	2,123
11. S Beverly Glen Blvd/Wilshire Blvd	871	1,780	823	2,227	705	1,979	1,141	1,873
12. Santa Monica Blvd/Wilshire Blvd	2,163	1,831	924	2,229	1,422	1,679	1,913	2,133
13. Centinela Ave/Santa Monica Blvd	313	1,168	471	877	371	908	363	1,188
14. Bundy Dr/Santa Monica Blvd	1,108	1,226	1,192	872	1,035	919	1,196	1,250
15. Barrington Ave/Santa Monica Blvd	693	1,232	767	1,298	728	1,289	665	1,308
16. Federal Ave/Santa Monica Blvd	392	1,359	275	1,261	388	1,384	260	1,253
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,134	2,175	0	1,725	0	1,935	1,353	1,745
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,697	1,989	1,920	1,323	2,103	0	2,182
19. Sepulveda Blvd/Santa Monica Blvd	695	1,746	1,093	2,042	1,022	1,967	910	1,677
20. Veteran Ave/Santa Monica Blvd	373	1,806	544	2,061	585	2,089	310	1,797
21. Westwood Blvd/Santa Monica Blvd	925	2,032	1,464	2,239	1,624	2,262	1,039	1,735
22. Overland Ave/Santa Monica Blvd	149	2,156	467	1,987	0	2,291	416	2,051
23. S Beverly Glen Blvd/Santa Monica Blvd	1,759	1,668	1,106	2,037	979	2,625	1,334	1,632
24. Century Park W/Santa Monica Blvd	0	1,763	287	2,711	0	2,528	573	1,660
25. Ave of the Stars/Santa Monica Blvd	0	2,007	644	2,530	6	2,160	1,260	1,756
26. Century Park E/Santa Monica Blvd	0	2,872	402	2,143	0	1,751	1,603	2,062
27. Bundy Dr/Olympic Blvd	1,561	2,195	1,954	1,631	1,759	1,883	1,498	2,204
28. Barrington Ave/Olympic Blvd	984	1,911	1,739	1,614	1,270	2,051	764	2,163
29. Sepulveda Blvd/Olympic Blvd	727	2,426	1,443	2,174	1,305	2,324	637	2,506
30. Veteran Ave/Olympic Blvd	305	2,267	474	2,168	493	2,172	234	2,315
31. Westwood Blvd/Olympic Blvd	810	2,440	1,292	2,229	1,378	2,402	653	2,339
32. Overland Ave/Olympic Blvd	363	2,508	715	2,538	408	2,807	502	2,407
33. S Beverly Glen Blvd/Olympic Blvd	1,306	2,630	1,135	3,076	1,102	3,448	828	2,767
34. Century Park W/Olympic Blvd	243	2,411	0	3,756	1,109	3,027	0	2,273
35. Century Park E/Olympic Blvd	1,457	3,158	891	2,068	607	2,519	659	3,789
36. Sepulveda Blvd/Pico Blvd	704	1,605	1,811	1,958	1,448	2,082	722	1,825
37. Veteran Ave/Pico Blvd	114	1,741	0	2,094	285	1,980	0	1,684
38. Westwood Blvd/Pico Blvd	687	1,966	1,253	1,859	1,363	1,961	610	1,832
39. Overland Ave/Pico Blvd	602	2,019	1,942	1,975	722	2,868	1,100	1,849
40. Fairfax Ave/3rd St	1,449	1,895	979	814	1,057	949	1,454	1,691
41. La Brea Ave/3rd St	2,020	1,598	1,588	1,213	1,565	1,183	2,026	1,646
42. Highland Ave/3rd St	1,552	1,547	1,241	1,202	1,336	1,117	1,584	1,505
43. Western Ave/3rd St	1,398	1,331	1,194	1,323	1,147	1,365	1,341	1,401
44. Vermont Ave/3rd St	1,635	1,290	1,442	1,440	1,561	1,392	1,506	1,348
45. Fairfax Ave/6th St	1,405	821	731	332	788	384	1,496	618
46. La Brea Ave/6th St	1,996	1,239	1,578	809	1,557	831	1,819	1,414
47. Highland Ave/6th St	1,593	1,212	1,258	776	1,244	843	1,475	1,275
48. Western Ave/6th St	1,348	1,092	1,068	1,068	1,072	1,040	1,284	1,180
49. Vermont Ave/6th St	1,502	1,221	1,553	1,290	1,505	1,399	1,378	1,284
50. Alvarado St/6th St	1,445	777	1,042	1,230	1,058	1,203	1,419	814
51. San Vicente Blvd/Wilshire Blvd	1,429	1,592	1,900	1,363	1,617	1,365	1,265	2,038
52. Fairfax Ave/Wilshire Blvd	1,811	1,621	1,285	796	1,107	921	1,590	1,895
53. La Brea Ave/Wilshire Blvd	1,747	1,589	1,490	1,125	1,502	1,075	1,705	1,668
54. Highland Ave/Wilshire Blvd	1,287	1,505	1,112	1,079	1,294	1,039	966	1,681
55. Crenshaw Blvd/Wilshire Blvd	0	1,680	1,186	1,312	0	1,274	871	2,034
56. Western Ave/Wilshire Blvd	1,239	1,171	1,010	1,077	972	1,141	1,171	1,228
57. Vermont Ave/Wilshire Blvd	1,403	1,415	1,626	1,383	1,488	1,398	1,492	1,471
58. Alvarado St/Wilshire Blvd	1,387	990	1,037	1,371	1,046	1,339	1,304	1,095
59. Fairfax Ave/8th St	1,179	467	1,146	25	1,201	317	1,299	0
60. La Brea Ave/8th St	1,732	273	1,555	189	1,477	156	1,726	390
61. Highland Ave/8th St	991	122	1,135	84	1,180	135	866	152
62. Crenshaw Blvd/8th St	816	565	1,175	226	1,134	366	1,087	194
63. Western Ave/8th St	1,336	591	1,109	687	1,078	720	1,326	597
64. Vermont Ave/8th St	1,321	691	1,651	864	1,556	839	1,320	811
65. Alvarado St/8th St	1,090	627	1,061	791	1,079	845	1,020	624
66. Fairfax Ave/San Vicente Blvd	1,324	1,880	1,031	915	1,228	873	1,226	1,823
67. Fairfax Ave/Olympic Blvd	1,176	1,891	927	1,663	1,034	1,491	854	2,276
68. San Vicente Blvd/Olympic Blvd	915	2,395	1,515	1,507	1,846	1,284	1,132	2,071
69. La Brea Ave/Olympic Blvd	1,850	1,742	1,613	1,405	1,560	1,411	1,692	1,948
70. Highland Ave/Olympic Blvd	871	1,850	831	1,422	879	1,349	947	1,800
71. Crenshaw Blvd/Olympic Blvd	1,190	2,633	1,225	1,469	1,164	1,506	1,168	2,674
72. Western Ave/Olympic Blvd	1,352	1,749	1,117	1,886	1,110	1,988	1,141	1,866
73. Vermont Ave/Olympic Blvd	1,320	1,650	1,480	1,729	1,472	1,712	1,278	1,717
74. Alvarado St/Olympic Blvd	1,172	1,117	955	1,714	997	1,726	841	1,397
75. Comstock Ave/Wilshire Blvd	264	2,027	126	2,078	188	2,183	215	1,910

POST-PROCESS THESE NUMBERS

2012WP Alt A AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	606	630	0	0	2,295	1,348	1,635	2,559	4,536	4,538
2. S Beverly Glen Blvd/Sunset Blvd	475	662	169	179	1,072	2,011	2,450	1,315	4,166	4,167
3. N Beverly Glen Blvd/Sunset Blvd	118	360	1,171	342	1,198	2,083	1,440	1,143	3,928	3,928
4. Centinela Ave/Wilshire Blvd	159	86	20	49	1,063	1,661	1,591	1,037	2,832	2,832
5. Bundy Dr/Wilshire Blvd	933	893	847	809	1,267	1,617	1,577	1,304	4,624	4,623
6. Barrington Ave/Wilshire Blvd	663	540	735	509	1,155	1,771	1,724	1,457	4,277	4,277
7. Federal Ave/Wilshire Blvd	549	384	1,665	1,315	1,852	1,794	2,673	3,246	6,740	6,739
8. Sepulveda Blvd/Wilshire Blvd	791	916	1,136	363	3,105	3,103	2,856	3,505	7,887	7,888
9. Veteran Ave/Wilshire Blvd	1,028	497	529	1,314	4,658	2,980	2,505	3,927	8,720	8,718
10. Westwood Blvd/Wilshire Blvd	1,029	596	511	1,412	2,566	2,123	2,066	2,040	6,172	6,170
11. S Beverly Glen Blvd/Wilshire Blvd	823	1,141	871	705	2,227	1,873	1,780	1,979	5,701	5,698
12. Santa Monica Blvd/Wilshire Blvd	924	1,913	2,163	1,422	2,229	2,133	1,831	1,679	7,147	7,147
13. Centinela Ave/Santa Monica Blvd	471	363	313	371	877	1,188	1,168	908	2,829	2,829
14. Bundy Dr/Santa Monica Blvd	1,192	1,196	1,108	1,035	872	1,250	1,226	919	4,398	4,400
15. Barrington Ave/Santa Monica Blvd	767	665	693	728	1,298	1,308	1,232	1,289	3,989	3,990
16. Federal Ave/Santa Monica Blvd	275	260	392	388	1,261	1,253	1,359	1,384	3,286	3,285
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,353	1,134	0	1,725	1,745	2,175	1,935	5,034	5,034
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,989	0	0	1,323	1,920	2,182	1,697	2,103	5,607	5,608
19. Sepulveda Blvd/Santa Monica Blvd	1,093	910	695	1,022	2,042	1,677	1,746	1,967	5,575	5,576
20. Veteran Ave/Santa Monica Blvd	544	310	373	585	2,061	1,797	1,806	2,089	4,784	4,782
21. Westwood Blvd/Santa Monica Blvd	1,464	1,039	925	1,624	2,239	1,735	2,032	2,262	6,659	6,660
22. Overland Ave/Santa Monica Blvd	467	416	149	0	1,987	2,051	2,156	2,291	4,759	4,758
23. S Beverly Glen Blvd/Santa Monica Blvd	1,106	1,334	1,759	979	2,037	1,632	1,668	2,625	6,571	6,570
24. Century Park W/Santa Monica Blvd	287	573	0	0	2,711	1,660	1,763	2,528	4,761	4,761
25. Ave of the Stars/Santa Monica Blvd	644	1,260	0	6	2,530	1,756	2,007	2,160	5,181	5,182
26. Century Park E/Santa Monica Blvd	402	1,603	0	0	2,143	2,062	2,872	1,751	5,417	5,417
27. Bundy Dr/Olympic Blvd	1,954	1,498	1,561	1,759	1,631	2,204	2,195	1,883	7,342	7,344
28. Barrington Ave/Olympic Blvd	1,739	764	984	1,270	1,614	2,163	1,911	2,051	6,249	6,249
29. Sepulveda Blvd/Olympic Blvd	1,443	637	727	1,305	2,174	2,506	2,426	2,324	6,771	6,772
30. Veteran Ave/Olympic Blvd	474	234	305	493	2,168	2,315	2,267	2,172	5,215	5,214
31. Westwood Blvd/Olympic Blvd	1,292	653	810	1,378	2,229	2,339	2,440	2,402	6,772	6,772
32. Overland Ave/Olympic Blvd	715	502	363	408	2,538	2,407	2,508	2,807	6,123	6,124
33. S Beverly Glen Blvd/Olympic Blvd	1,135	828	1,306	1,102	3,076	2,767	2,630	3,448	8,146	8,146
34. Century Park W/Olympic Blvd	0	0	243	1,109	3,756	2,273	2,411	3,027	6,410	6,409
35. Century Park E/Olympic Blvd	891	659	1,457	607	2,068	3,789	3,158	2,519	7,574	7,574
36. Sepulveda Blvd/Pico Blvd	1,811	722	704	1,448	1,958	1,825	1,605	2,082	6,078	6,076
37. Veteran Ave/Pico Blvd	0	0	114	285	2,094	1,684	1,741	1,980	3,950	3,949
38. Westwood Blvd/Pico Blvd	1,253	610	687	1,363	1,859	1,832	1,966	1,961	5,766	5,766
39. Overland Ave/Pico Blvd	1,942	1,100	602	722	1,975	1,849	2,019	2,868	6,539	6,539
40. Fairfax Ave/3rd St	979	1,454	1,449	1,057	814	1,691	1,895	949	5,137	5,151
41. La Brea Ave/3rd St	1,588	2,026	2,020	1,565	1,213	1,646	1,598	1,183	6,420	6,420
42. Highland Ave/3rd St	1,241	1,584	1,552	1,336	1,202	1,505	1,547	1,117	5,542	5,542
43. Western Ave/3rd St	1,194	1,341	1,398	1,147	1,323	1,401	1,331	1,365	5,246	5,253
44. Vermont Ave/3rd St	1,442	1,506	1,635	1,561	1,440	1,348	1,290	1,392	5,807	5,807
45. Fairfax Ave/6th St	731	1,496	1,405	788	332	618	821	384	3,288	3,286
46. La Brea Ave/6th St	1,578	1,819	1,996	1,557	809	1,414	1,239	831	5,621	5,621
47. Highland Ave/6th St	1,258	1,475	1,593	1,244	776	1,275	1,212	843	4,839	4,837
48. Western Ave/6th St	1,068	1,284	1,348	1,072	1,068	1,180	1,092	1,040	4,577	4,575
49. Vermont Ave/6th St	1,553	1,378	1,502	1,505	1,290	1,284	1,221	1,399	5,567	5,567
50. Alvarado St/6th St	1,042	1,419	1,445	1,058	1,230	814	777	1,203	4,494	4,493
51. San Vicente Blvd/Wilshire Blvd	1,900	1,265	1,429	1,617	1,363	2,038	1,592	1,365	6,285	6,286
52. Fairfax Ave/Wilshire Blvd	1,285	1,590	1,811	1,107	796	1,895	1,621	921	5,513	5,512
53. La Brea Ave/Wilshire Blvd	1,490	1,705	1,747	1,502	1,125	1,668	1,589	1,075	5,952	5,951
54. Highland Ave/Wilshire Blvd	1,112	966	1,287	1,294	1,079	1,681	1,505	1,039	4,983	4,980
55. Crenshaw Blvd/Wilshire Blvd	1,186	871	0	0	1,312	2,034	1,680	1,274	4,179	4,180
56. Western Ave/Wilshire Blvd	1,010	1,171	1,239	972	1,077	1,228	1,171	1,141	4,497	4,512
57. Vermont Ave/Wilshire Blvd	1,626	1,492	1,403	1,488	1,383	1,471	1,415	1,398	5,827	5,849
58. Alvarado St/Wilshire Blvd	1,037	1,304	1,387	1,046	1,371	1,095	990	1,339	4,785	4,785
59. Fairfax Ave/8th St	1,146	1,299	1,179	1,201	25	0	467	317	2,817	2,817
60. La Brea Ave/8th St	1,555	1,726	1,732	1,477	189	390	273	156	3,750	3,750
61. Highland Ave/8th St	1,135	866	991	1,180	84	152	122	135	2,333	2,334
62. Crenshaw Blvd/8th St	1,175	1,087	816	1,134	226	194	565	366	2,781	2,781
63. Western Ave/8th St	1,109	1,326	1,336	1,078	687	597	591	720	3,723	3,721
64. Vermont Ave/8th St	1,651	1,320	1,321	1,556	864	811	691	839	4,527	4,527
65. Alvarado St/8th St	1,061	1,020	1,090	1,079	791	624	627	845	3,569	3,569
66. Fairfax Ave/San Vicente Blvd	1,031	1,226	1,324	1,228	915	1,823	1,880	873	5,150	5,150
67. Fairfax Ave/Olympic Blvd	927	854	1,176	1,034	1,663	2,276	1,891	1,491	5,656	5,655
68. San Vicente Blvd/Olympic Blvd	1,515	1,132	915	1,846	1,507	2,071	2,395	1,284	6,333	6,333
69. La Brea Ave/Olympic Blvd	1,613	1,692	1,850	1,560	1,405	1,948	1,742	1,411	6,610	6,611
70. Highland Ave/Olympic Blvd	831	947	871	879	1,422	1,800	1,850	1,349	4,973	4,975
71. Crenshaw Blvd/Olympic Blvd	1,225	1,168	1,190	1,164	1,469	2,674	2,633	1,506	6,516	6,512
72. Western Ave/Olympic Blvd	1,117	1,141	1,352	1,110	1,886	1,866	1,749	1,988	6,104	6,105
73. Vermont Ave/Olympic Blvd	1,480	1,278	1,320	1,472	1,729	1,717	1,650	1,712	6,179	6,179
74. Alvarado St/Olympic Blvd	955	841	1,172	997	1,714	1,397	1,117	1,726	4,960	4,961
75. Comstock Ave/Wilshire Blvd	126	215	264	188	2,078	1,910	2,027	2,183	4,495	4,496

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2012WP Alt A PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,573	1,551	810	0	1,263	532	2,139	3,934	3,934
2. S Beverly Glen Blvd/Sunset Blvd	0	1,554	673	1,723	0	2,352	403	1,194	3,950	3,949
3. N Beverly Glen Blvd/Sunset Blvd	636	1,058	2,352	0	1,265	1,228	1,554	0	4,046	4,047
4. Centinela Ave/Wilshire Blvd	0	1,287	273	1,391	0	1,509	133	1,309	2,951	2,951
5. Bundy Dr/Wilshire Blvd	685	1456	1125	1409	875	1615	995	1190	4,675	4,675
6. Barrington Ave/Wilshire Blvd	585	1599	597	1893	599	1909	500	1666	4,674	4,674
7. Federal Ave/Wilshire Blvd	2380	1299	556	1909	990	2941	615	1599	6,144	6,145
8. Sepulveda Blvd/Wilshire Blvd	606	3020	982	2776	1300	2482	900	2702	7,384	7,384
9. Veteran Ave/Wilshire Blvd	1172	3105	857	3028	1334	2335	580	3911	8,162	8,160
10. Westwood Blvd/Wilshire Blvd	2154	1637	761	1866	1530	1671	1068	2147	6,418	6,416
11. S Beverly Glen Blvd/Wilshire Blvd	693	1382	1182	2020	816	1583	940	1937	5,277	5,276
12. Santa Monica Blvd/Wilshire Blvd	1435	2223	1671	2126	1893	1718	1797	2048	7,455	7,456
13. Centinela Ave/Santa Monica Blvd	133	833	273	1476	273	1108	287	1048	2,715	2,716
14. Bundy Dr/Santa Monica Blvd	995	1098	1743	1108	1125	1421	1567	833	4,944	4,946
15. Barrington Ave/Santa Monica Blvd	703	1108	765	1887	873	1715	739	1137	4,463	4,464
16. Federal Ave/Santa Monica Blvd	606	1168	367	1715	594	1780	374	1108	3,856	3,856
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	829	2145	0	2567	0	2399	1129	2013	5,541	5,541
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2622	852	2399	2045	1683	0	2145	5,873	5,873
19. Sepulveda Blvd/Santa Monica Blvd	1383	2244	1327	1683	1185	1596	1234	2622	6,637	6,637
20. Veteran Ave/Santa Monica Blvd	674	2169	385	1596	309	1902	368	2244	4,824	4,823
21. Westwood Blvd/Santa Monica Blvd	1631	1941	1420	1747	1173	1896	1674	1996	6,739	6,739
22. Overland Ave/Santa Monica Blvd	0	2513	450	1896	0	2239	678	1941	4,859	4,858
23. S Beverly Glen Blvd/Santa Monica Blvd	810	2255	1326	1855	1040	2019	1062	2125	6,246	6,246
24. Century Park W/Santa Monica Blvd	0	2310	731	1800	0	2096	685	2060	4,841	4,841
25. Ave of the Stars/Santa Monica Blvd	0	2085	983	2096	0	2036	819	2310	5,164	5,165
26. Century Park E/Santa Monica Blvd	0	2357	172	2869	0	2953	473	1972	5,398	5,398
27. Bundy Dr/Olympic Blvd	1520	1594	1280	1977	1287	1912	1540	1632	6,371	6,371
28. Barrington Ave/Olympic Blvd	854	2040	1310	1912	1070	1696	1754	1594	6,116	6,114
29. Sepulveda Blvd/Olympic Blvd	1234	2863	893	2458	1327	2378	1708	2034	7,448	7,447
30. Veteran Ave/Olympic Blvd	368	3105	250	2378	385	2338	516	2863	6,101	6,102
31. Westwood Blvd/Olympic Blvd	1413	3164	1226	2114	1195	2204	1535	2984	7,917	7,918
32. Overland Ave/Olympic Blvd	678	3619	506	2204	450	2317	1076	3164	7,007	7,007
33. S Beverly Glen Blvd/Olympic Blvd	1489	3347	881	2077	1074	2162	1126	3434	7,794	7,796
34. Century Park W/Olympic Blvd	1187	2402	0	1868	581	2055	0	2822	5,457	5,458
35. Century Park E/Olympic Blvd	1044	2265	679	2778	252	2570	1015	2931	6,766	6,768
36. Sepulveda Blvd/Pico Blvd	1828	1879	1121	1386	1065	1471	1792	1887	6,214	6,215
37. Veteran Ave/Pico Blvd	396	1727	0	1471	79	1637	0	1879	3,594	3,595
38. Westwood Blvd/Pico Blvd	1364	1601	914	1725	995	1470	1637	1503	5,604	5,605
39. Overland Ave/Pico Blvd	1076	2096	1090	1470	506	1920	1705	1601	5,732	5,732
40. Fairfax Ave/3rd St	1052	1174	1279	1490	1343	1598	1066	998	4,995	5,005
41. La Brea Ave/3rd St	1705	1190	2239	1188	2039	1233	1838	1212	6,322	6,322
42. Highland Ave/3rd St	1360	1247	1837	1053	1684	1065	1619	1128	5,497	5,496
43. Western Ave/3rd St	1024	1170	1461	1434	1315	1269	1303	1208	5,089	5,095
44. Vermont Ave/3rd St	1561	1648	1922	1321	2184	962	1586	1718	6,452	6,450
45. Fairfax Ave/6th St	1066	497	1342	669	1289	716	1025	544	3,574	3,574
46. La Brea Ave/6th St	1838	809	2070	1148	2239	901	1696	1029	5,865	5,865
47. Highland Ave/6th St	1619	1013	1640	901	1837	1099	1429	809	5,173	5,174
48. Western Ave/6th St	989	1266	1603	1386	1447	1089	1318	1390	5,244	5,244
49. Vermont Ave/6th St	1699	1237	2361	1292	2105	1218	1857	1410	6,589	6,590
50. Alvarado St/6th St	967	1356	1447	945	1237	1151	1113	1214	4,715	4,715
51. San Vicente Blvd/Wilshire Blvd	1695	1508	1115	2036	1217	2172	1632	1332	6,354	6,353
52. Fairfax Ave/Wilshire Blvd	1025	1433	1555	1885	1342	1766	1153	1637	5,898	5,898
53. La Brea Ave/Wilshire Blvd	1696	1290	2480	1634	2070	1797	1951	1282	7,100	7,100
54. Highland Ave/Wilshire Blvd	1429	1392	878	1797	1640	1584	982	1290	5,496	5,496
55. Crenshaw Blvd/Wilshire Blvd	0	2049	1342	1485	0	2254	1300	1321	4,876	4,875
56. Western Ave/Wilshire Blvd	1318	1510	1606	1795	1603	1540	1465	1638	6,229	6,246
57. Vermont Ave/Wilshire Blvd	1857	1653	1736	1668	2361	1583	1618	1373	6,914	6,935
58. Alvarado St/Wilshire Blvd	1113	1352	1560	1252	1447	1038	1307	1486	5,277	5,278
59. Fairfax Ave/8th St	1153	935	944	130	1555	789	819	0	3,162	3,163
60. La Brea Ave/8th St	1951	354	2288	523	2480	380	2075	180	5,116	5,115
61. Highland Ave/8th St	982	539	1013	380	878	786	897	354	2,914	2,915
62. Crenshaw Blvd/8th St	1300	475	1368	267	1342	561	1329	178	3,410	3,410
63. Western Ave/8th St	1430	827	1309	615	1514	704	1207	757	4,181	4,182
64. Vermont Ave/8th St	1460	1302	1491	1213	1503	1179	1477	1308	5,466	5,467
65. Alvarado St/8th St	1152	993	1427	690	1532	680	1135	915	4,262	4,262
66. Fairfax Ave/San Vicente Blvd	1437	1691	1430	2095	1419	1931	1602	1702	6,653	6,654
67. Fairfax Ave/Olympic Blvd	1602	1858	707	2874	1430	2393	888	2330	7,041	7,041
68. San Vicente Blvd/Olympic Blvd	1931	1990	1563	2393	1691	2576	1751	1858	7,877	7,876
69. La Brea Ave/Olympic Blvd	2075	1642	2278	2406	2288	2073	2201	1839	8,401	8,401
70. Highland Ave/Olympic Blvd	813	1727	825	2073	962	2018	819	1642	5,438	5,441
71. Crenshaw Blvd/Olympic Blvd	1329	1768	1279	2209	1368	2000	1198	2017	6,585	6,583
72. Western Ave/Olympic Blvd	1450	1923	1273	1902	1467	1836	1325	1920	6,548	6,548
73. Vermont Ave/Olympic Blvd	1496	2343	1525	1911	1574	1990	1573	2138	7,275	7,275
74. Alvarado St/Olympic Blvd	1113	1744	1092	1541	1384	1388	892	1825	5,490	5,489
75. Comstock Ave/Wilshire Blvd	430	1648	0	1583	368	1912	0	1382	3,661	3,662

PM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	175	101	79	0	105	2	248
2. S Beverly Glen Blvd/Sunset Blvd	0	264	27	181	0	239	3	228
3. N Beverly Glen Blvd/Sunset Blvd	59	166	239	0	56	146	264	0
4. Centinela Ave/Wilshire Blvd	0	-28	10	81	0	11	-7	59
5. Bundy Dr/Wilshire Blvd	80	-18	87	-1	43	82	62	-38
6. Barrington Ave/Wilshire Blvd	41	-12	59	84	50	111	36	-25
7. Federal Ave/Wilshire Blvd	184	-79	10	111	30	174	35	-12
8. Sepulveda Blvd/Wilshire Blvd	-157	104	18	208	-10	118	-63	127
9. Veteran Ave/Wilshire Blvd	-69	239	126	72	-104	121	13	336
10. Westwood Blvd/Wilshire Blvd	36	-27	-11	-152	-11	-151	35	-29
11. S Beverly Glen Blvd/Wilshire Blvd	69	-97	185	-114	67	-48	23	0
12. Santa Monica Blvd/Wilshire Blvd	61	197	64	15	154	94	135	-46
13. Centinela Ave/Santa Monica Blvd	-7	114	-2	151	10	189	-4	63
14. Bundy Dr/Santa Monica Blvd	62	99	206	189	87	193	163	114
15. Barrington Ave/Santa Monica Blvd	43	82	62	218	73	190	8	134
16. Federal Ave/Santa Monica Blvd	61	49	63	190	58	191	32	82
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	97	49	0	222	0	252	97	19
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	188	24	252	317	98	0	49
19. Sepulveda Blvd/Santa Monica Blvd	125	238	162	98	165	113	157	188
20. Veteran Ave/Santa Monica Blvd	75	177	65	113	39	122	31	238
21. Westwood Blvd/Santa Monica Blvd	108	221	141	188	99	213	117	229
22. Overland Ave/Santa Monica Blvd	0	269	90	213	0	258	92	221
23. S Beverly Glen Blvd/Santa Monica Blvd	41	270	162	264	186	237	75	240
24. Century Park W/Santa Monica Blvd	0	323	91	229	0	300	68	275
25. Ave of the Stars/Santa Monica Blvd	0	312	137	300	0	328	99	323
26. Century Park E/Santa Monica Blvd	0	252	15	354	0	283	86	252
27. Bundy Dr/Olympic Blvd	83	168	78	188	64	190	60	203
28. Barrington Ave/Olympic Blvd	59	163	117	190	61	163	135	168
29. Sepulveda Blvd/Olympic Blvd	157	202	98	222	162	220	90	204
30. Veteran Ave/Olympic Blvd	31	237	29	220	65	181	70	202
31. Westwood Blvd/Olympic Blvd	104	350	101	222	134	218	155	271
32. Overland Ave/Olympic Blvd	92	411	112	218	90	255	137	350
33. S Beverly Glen Blvd/Olympic Blvd	107	457	90	250	143	262	92	409
34. Century Park W/Olympic Blvd	123	335	0	223	75	196	0	411
35. Century Park E/Olympic Blvd	132	422	112	302	50	373	124	424
36. Sepulveda Blvd/Pico Blvd	96	249	137	120	82	159	133	228
37. Veteran Ave/Pico Blvd	64	241	0	159	46	172	0	249
38. Westwood Blvd/Pico Blvd	122	203	133	165	112	133	162	216
39. Overland Ave/Pico Blvd	137	310	130	133	112	213	182	203
40. Fairfax Ave/3rd St	55	105	99	154	111	148	44	119
41. La Brea Ave/3rd St	143	99	229	107	240	119	112	106
42. Highland Ave/3rd St	133	134	63	106	70	102	142	121
43. Western Ave/3rd St	123	143	140	173	142	138	151	153
44. Vermont Ave/3rd St	160	149	210	119	220	81	160	175
45. Fairfax Ave/6th St	44	72	107	79	109	90	66	37
46. La Brea Ave/6th St	112	106	183	116	229	106	42	140
47. Highland Ave/6th St	142	99	84	106	63	129	134	106
48. Western Ave/6th St	103	183	146	144	142	138	90	206
49. Vermont Ave/6th St	161	151	153	119	219	176	53	136
50. Alvarado St/6th St	112	140	161	65	111	112	148	108
51. San Vicente Blvd/Wilshire Blvd	110	100	202	150	83	29	277	173
52. Fairfax Ave/Wilshire Blvd	66	65	217	-177	107	-42	43	63
53. La Brea Ave/Wilshire Blvd	42	17	167	16	183	-48	125	-18
54. Highland Ave/Wilshire Blvd	134	-62	84	-48	84	-91	99	17
55. Crenshaw Blvd/Wilshire Blvd	0	-50	53	-146	0	-169	53	-28
56. Western Ave/Wilshire Blvd	90	-52	139	-46	146	-122	185	-61
57. Vermont Ave/Wilshire Blvd	53	-96	342	-98	153	-63	186	-54
58. Alvarado St/Wilshire Blvd	148	134	163	105	161	71	176	142
59. Fairfax Ave/8th St	43	88	232	41	217	99	88	0
60. La Brea Ave/8th St	125	24	195	27	167	34	121	48
61. Highland Ave/8th St	99	108	58	34	84	116	76	24
62. Crenshaw Blvd/8th St	53	83	72	24	53	58	115	6
63. Western Ave/8th St	179	69	158	60	128	62	176	102
64. Vermont Ave/8th St	153	175	178	147	181	131	157	186
65. Alvarado St/8th St	135	136	112	65	142	89	113	105
66. Fairfax Ave/San Vicente Blvd	109	220	175	248	265	165	213	111
67. Fairfax Ave/Olympic Blvd	213	170	37	375	175	291	44	284
68. San Vicente Blvd/Olympic Blvd	165	218	173	291	220	290	166	170
69. La Brea Ave/Olympic Blvd	121	206	181	225	195	144	188	206
70. Highland Ave/Olympic Blvd	65	190	32	144	53	116	59	206
71. Crenshaw Blvd/Olympic Blvd	115	226	80	174	72	189	100	232
72. Western Ave/Olympic Blvd	139	236	100	189	119	215	110	221
73. Vermont Ave/Olympic Blvd	123	276	127	200	132	219	129	245
74. Alvarado St/Olympic Blvd	135	225	101	163	142	166	96	219
75. Comstock Ave/Wilshire Blvd	-19	-134	0	-48	0	-102	0	-97

PM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	175	101	79	0	105	2	248
2. S Beverly Glen Blvd/Sunset Blvd	0	264	27	181	0	239	3	228
3. N Beverly Glen Blvd/Sunset Blvd	59	166	239	0	56	146	264	0
4. Centinela Ave/Wilshire Blvd	0	-28	10	81	0	11	-7	59
5. Bundy Dr/Wilshire Blvd	80	-18	87	-1	43	82	62	-38
6. Barrington Ave/Wilshire Blvd	41	-12	59	84	50	111	36	-25
7. Federal Ave/Wilshire Blvd	184	-79	10	111	30	174	35	-12
8. Sepulveda Blvd/Wilshire Blvd	-157	104	18	208	-10	118	-63	127
9. Veteran Ave/Wilshire Blvd	-69	239	126	72	-104	121	13	336
10. Westwood Blvd/Wilshire Blvd	36	-27	-11	-152	-11	-151	35	-29
11. S Beverly Glen Blvd/Wilshire Blvd	69	-97	185	-114	67	-48	23	0
12. Santa Monica Blvd/Wilshire Blvd	61	197	64	15	154	94	135	-46
13. Centinela Ave/Santa Monica Blvd	-7	114	-2	151	10	189	-4	63
14. Bundy Dr/Santa Monica Blvd	62	99	206	189	87	193	163	114
15. Barrington Ave/Santa Monica Blvd	43	82	62	218	73	190	8	134
16. Federal Ave/Santa Monica Blvd	61	49	63	190	58	191	32	82
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	97	49	0	222	0	252	97	19
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	188	24	252	317	98	0	49
19. Sepulveda Blvd/Santa Monica Blvd	125	238	162	98	165	113	157	188
20. Veteran Ave/Santa Monica Blvd	75	177	65	113	39	122	31	238
21. Westwood Blvd/Santa Monica Blvd	108	221	141	188	99	213	117	229
22. Overland Ave/Santa Monica Blvd	0	269	90	213	0	258	92	221
23. S Beverly Glen Blvd/Santa Monica Blvd	41	270	162	264	186	237	75	240
24. Century Park W/Santa Monica Blvd	0	323	91	229	0	300	68	275
25. Ave of the Stars/Santa Monica Blvd	0	312	137	300	0	328	99	323
26. Century Park E/Santa Monica Blvd	0	252	15	354	0	283	86	252
27. Bundy Dr/Olympic Blvd	83	168	78	188	64	190	60	203
28. Barrington Ave/Olympic Blvd	59	163	117	190	61	163	135	168
29. Sepulveda Blvd/Olympic Blvd	157	202	98	222	162	220	90	204
30. Veteran Ave/Olympic Blvd	31	237	29	220	65	181	70	202
31. Westwood Blvd/Olympic Blvd	104	350	101	222	134	218	155	271
32. Overland Ave/Olympic Blvd	92	411	112	218	90	255	137	350
33. S Beverly Glen Blvd/Olympic Blvd	107	457	90	250	143	262	92	409
34. Century Park W/Olympic Blvd	123	335	0	223	75	196	0	411
35. Century Park E/Olympic Blvd	132	422	112	302	50	373	124	424
36. Sepulveda Blvd/Pico Blvd	96	249	137	120	82	159	133	228
37. Veteran Ave/Pico Blvd	64	241	0	159	46	172	0	249
38. Westwood Blvd/Pico Blvd	122	203	133	165	112	133	162	216
39. Overland Ave/Pico Blvd	137	310	130	133	112	213	182	203
40. Fairfax Ave/3rd St	55	105	99	154	111	148	44	119
41. La Brea Ave/3rd St	143	99	229	107	240	119	112	106
42. Highland Ave/3rd St	133	134	63	106	70	102	142	121
43. Western Ave/3rd St	123	143	140	173	142	138	151	153
44. Vermont Ave/3rd St	160	149	210	119	220	81	160	175
45. Fairfax Ave/6th St	44	72	107	79	109	90	66	37
46. La Brea Ave/6th St	112	106	183	116	229	106	42	140
47. Highland Ave/6th St	142	99	84	106	63	129	134	106
48. Western Ave/6th St	103	183	146	144	142	138	90	206
49. Vermont Ave/6th St	161	151	153	119	219	176	53	136
50. Alvarado St/6th St	112	140	161	65	111	112	148	108
51. San Vicente Blvd/Wilshire Blvd	110	100	202	150	83	29	277	173
52. Fairfax Ave/Wilshire Blvd	66	65	217	-177	107	-42	43	63
53. La Brea Ave/Wilshire Blvd	42	17	167	16	183	-48	125	-18
54. Highland Ave/Wilshire Blvd	134	-62	84	-48	84	-91	99	17
55. Crenshaw Blvd/Wilshire Blvd	0	-50	53	-146	0	-169	53	-28
56. Western Ave/Wilshire Blvd	90	-52	139	-46	146	-122	185	-61
57. Vermont Ave/Wilshire Blvd	53	-96	342	-98	153	-63	186	-54
58. Alvarado St/Wilshire Blvd	148	134	163	105	161	71	176	142
59. Fairfax Ave/8th St	43	88	232	41	217	99	88	0
60. La Brea Ave/8th St	125	24	195	27	167	34	121	48
61. Highland Ave/8th St	99	108	58	34	84	116	76	24
62. Crenshaw Blvd/8th St	53	83	72	24	53	58	115	6
63. Western Ave/8th St	179	69	158	60	128	62	176	102
64. Vermont Ave/8th St	153	175	178	147	181	131	157	186
65. Alvarado St/8th St	135	136	112	65	142	89	113	105
66. Fairfax Ave/San Vicente Blvd	109	220	175	248	265	165	213	111
67. Fairfax Ave/Olympic Blvd	213	170	37	375	175	291	44	284
68. San Vicente Blvd/Olympic Blvd	165	218	173	291	220	290	166	170
69. La Brea Ave/Olympic Blvd	121	206	181	225	195	144	188	206
70. Highland Ave/Olympic Blvd	65	190	32	144	53	116	59	206
71. Crenshaw Blvd/Olympic Blvd	115	226	80	174	72	189	100	232
72. Western Ave/Olympic Blvd	139	236	100	189	119	215	110	221
73. Vermont Ave/Olympic Blvd	123	276	127	200	132	219	129	245
74. Alvarado St/Olympic Blvd	135	225	101	163	142	166	96	219
75. Comstock Ave/Wilshire Blvd	-19	-134	0	-48	0	-102	0	-97

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2012 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,225	895	1,383	0	1,682	421	2,400
2. S Beverly Glen Blvd/Sunset Blvd	180	1,713	749	1,730	147	2,259	468	1,496
3. N Beverly Glen Blvd/Sunset Blvd	554	1,323	239	2,017	1,091	1,338	264	1,442
4. Centinela Ave/Wilshire Blvd	45	1,536	157	1,303	99	1,225	30	1,687
5. Bundy Dr/Wilshire Blvd	686	1,584	1,257	1,282	1,178	1,337	689	1,607
6. Barrington Ave/Wilshire Blvd	516	1,783	408	1,448	389	1,462	555	1,748
7. Federal Ave/Wilshire Blvd	1,274	2,637	748	1,474	1,401	2,591	359	1,783
8. Sepulveda Blvd/Wilshire Blvd	523	2,873	965	2,245	863	2,345	709	2,688
9. Veteran Ave/Wilshire Blvd	1,075	3,122	1,293	2,663	890	2,600	554	4,107
10. Westwood Blvd/Wilshire Blvd	1,048	1,793	800	2,001	784	1,897	1,048	1,911
11. S Beverly Glen Blvd/Wilshire Blvd	682	1,531	1,004	2,072	810	1,882	953	1,643
12. Santa Monica Blvd/Wilshire Blvd	1,473	2,253	992	2,273	1,551	1,881	1,431	2,129
13. Centinela Ave/Santa Monica Blvd	425	997	455	1,204	395	1,301	445	943
14. Bundy Dr/Santa Monica Blvd	852	869	1,447	1,308	1,255	1,279	996	947
15. Barrington Ave/Santa Monica Blvd	701	1,135	733	1,364	719	1,286	785	1,144
16. Federal Ave/Santa Monica Blvd	588	1,138	314	1,311	408	1,308	518	1,115
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,290	1,945	0	1,783	0	2,069	1,465	1,485
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,569	2,258	2,250	2,122	2,180	0	1,775
19. Sepulveda Blvd/Santa Monica Blvd	983	1,638	1,271	1,732	1,132	1,681	1,198	1,612
20. Veteran Ave/Santa Monica Blvd	662	2,000	411	2,042	485	1,968	634	2,029
21. Westwood Blvd/Santa Monica Blvd	1,558	1,989	1,386	2,282	1,698	2,219	1,675	1,622
22. Overland Ave/Santa Monica Blvd	86	2,409	434	1,879	0	2,096	553	2,158
23. S Beverly Glen Blvd/Santa Monica Blvd	1,411	2,455	883	1,819	1,234	1,852	1,399	2,083
24. Century Park W/Santa Monica Blvd	0	2,181	743	1,838	0	1,991	317	2,454
25. Ave of the Stars/Santa Monica Blvd	0	1,827	1,370	2,002	12	2,330	676	2,181
26. Century Park E/Santa Monica Blvd	0	1,788	1,164	2,365	0	2,791	745	1,782
27. Bundy Dr/Olympic Blvd	967	1,916	1,814	2,187	1,900	1,920	1,337	1,726
28. Barrington Ave/Olympic Blvd	1,672	1,914	1,324	2,058	1,317	1,880	1,985	1,784
29. Sepulveda Blvd/Olympic Blvd	1,001	3,098	1,470	2,086	1,590	2,021	1,087	2,953
30. Veteran Ave/Olympic Blvd	520	2,992	253	1,893	334	1,911	469	2,944
31. Westwood Blvd/Olympic Blvd	1,624	3,203	1,125	1,933	1,260	2,092	1,475	3,059
32. Overland Ave/Olympic Blvd	529	3,466	660	2,141	474	2,244	850	3,228
33. S Beverly Glen Blvd/Olympic Blvd	1,404	3,153	639	2,174	858	2,237	1,160	3,118
34. Century Park W/Olympic Blvd	873	2,375	0	2,152	269	2,096	0	3,036
35. Century Park E/Olympic Blvd	920	2,902	836	2,900	973	2,762	976	2,850
36. Sepulveda Blvd/Pico Blvd	1,215	2,132	1,525	1,708	1,321	1,703	1,508	2,047
37. Veteran Ave/Pico Blvd	515	2,129	0	1,737	252	1,820	0	2,312
38. Westwood Blvd/Pico Blvd	1,271	2,473	887	1,792	1,114	1,695	1,457	2,158
39. Overland Ave/Pico Blvd	911	2,703	1,622	1,728	595	1,878	2,013	2,478
40. Fairfax Ave/3rd St	1,399	1,116	1,212	1,468	1,451	1,515	1,265	973
41. La Brea Ave/3rd St	1,824	1,193	1,898	837	1,851	914	1,798	1,187
42. Highland Ave/3rd St	1,647	1,216	1,227	917	1,368	823	1,624	1,191
43. Western Ave/3rd St	1,371	1,349	1,250	1,414	1,308	1,313	1,386	1,382
44. Vermont Ave/3rd St	1,678	1,352	1,690	1,408	1,903	1,280	1,490	1,454
45. Fairfax Ave/6th St	1,160	600	1,006	501	1,042	585	1,230	410
46. La Brea Ave/6th St	1,803	961	1,867	1,218	1,913	1,229	1,658	1,049
47. Highland Ave/6th St	1,579	923	1,357	1,228	1,322	1,302	1,503	962
48. Western Ave/6th St	1,395	1,332	1,289	1,206	1,312	1,225	1,354	1,332
49. Vermont Ave/6th St	1,366	1,504	1,714	1,311	1,751	460	2,269	1,415
50. Alvarado St/6th St	1,113	1,241	1,318	1,141	1,381	1,073	1,173	1,187
51. San Vicente Blvd/Wilshire Blvd	2,142	1,483	1,144	2,031	1,089	1,795	2,255	1,660
52. Fairfax Ave/Wilshire Blvd	1,751	1,142	1,383	2,063	1,519	1,937	1,711	1,172
53. La Brea Ave/Wilshire Blvd	1,589	1,272	1,681	1,628	1,852	1,387	1,738	1,193
54. Highland Ave/Wilshire Blvd	1,372	1,252	1,038	1,435	1,333	1,310	1,004	1,450
55. Crenshaw Blvd/Wilshire Blvd	0	1,297	1,166	1,531	0	1,601	813	1,579
56. Western Ave/Wilshire Blvd	1,103	1,422	1,546	825	1,512	851	1,242	1,309
57. Vermont Ave/Wilshire Blvd	1,280	1,391	1,736	1,355	1,574	1,288	1,498	1,422
58. Alvarado St/Wilshire Blvd	1,193	1,343	1,266	1,151	1,342	1,077	1,244	1,289
59. Fairfax Ave/8th St	1,178	352	1,153	128	1,182	441	1,187	0
60. La Brea Ave/8th St	1,739	190	1,665	441	1,656	289	1,820	270
61. Highland Ave/8th St	1,020	136	1,000	77	1,055	180	921	77
62. Crenshaw Blvd/8th St	757	403	1,337	355	1,183	395	1,127	147
63. Western Ave/8th St	1,518	805	1,195	614	1,179	695	1,494	766
64. Vermont Ave/8th St	1,556	1,373	1,597	1,008	1,590	990	1,492	1,464
65. Alvarado St/8th St	1,139	994	1,113	737	1,142	773	1,109	960
66. Fairfax Ave/San Vicente Blvd	1,255	1,042	967	1,298	1,193	1,249	1,257	863
67. Fairfax Ave/Olympic Blvd	1,265	1,318	721	2,301	932	2,087	994	1,591
68. San Vicente Blvd/Olympic Blvd	1,197	1,518	869	2,059	1,060	1,773	1,478	1,332
69. La Brea Ave/Olympic Blvd	1,977	1,384	1,737	1,980	1,904	1,898	1,896	1,380
70. Highland Ave/Olympic Blvd	975	1,437	769	1,962	1,024	1,857	919	1,347
71. Crenshaw Blvd/Olympic Blvd	1,182	1,633	1,389	2,034	1,327	2,110	1,203	1,595
72. Western Ave/Olympic Blvd	1,507	1,703	1,130	1,949	1,182	2,073	1,346	1,689
73. Vermont Ave/Olympic Blvd	1,415	1,711	1,549	1,959	1,602	1,935	1,330	1,767
74. Alvarado St/Olympic Blvd	1,181	1,820	1,054	1,585	1,187	1,554	971	1,927
75. Comstock Ave/Wilshire Blvd	129	1,926	281	1,963	372	1,972	121	1,836

2012WP Alt A PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	895	421	0	0	1,383	2,400	2,225	1,682	4,503	4,503
2. S Beverly Glen Blvd/Sunset Blvd	749	468	180	147	1,730	1,496	1,713	2,259	4,372	4,370
3. N Beverly Glen Blvd/Sunset Blvd	239	264	554	1,091	2,017	1,442	1,323	1,338	4,133	4,135
4. Centinela Ave/Wilshire Blvd	157	30	45	99	1,303	1,687	1,536	1,225	3,041	3,041
5. Bundy Dr/Wilshire Blvd	1,257	689	686	1,178	1,282	1,607	1,584	1,337	4,809	4,810
6. Barrington Ave/Wilshire Blvd	408	555	516	389	1,448	1,748	1,783	1,462	4,154	4,154
7. Federal Ave/Wilshire Blvd	748	359	1,274	1,401	1,474	1,783	2,637	2,591	6,133	6,134
8. Sepulveda Blvd/Wilshire Blvd	965	709	523	863	2,245	2,688	2,873	2,345	6,606	6,605
9. Veteran Ave/Wilshire Blvd	1,293	554	1,075	890	2,663	4,107	3,122	2,600	8,153	8,151
10. Westwood Blvd/Wilshire Blvd	800	1,048	1,048	784	2,001	1,911	1,793	1,897	5,642	5,640
11. S Beverly Glen Blvd/Wilshire Blvd	1,004	953	682	810	2,072	1,643	1,531	1,882	5,289	5,288
12. Santa Monica Blvd/Wilshire Blvd	992	1,431	1,473	1,551	2,273	2,129	2,253	1,881	6,991	6,991
13. Centinela Ave/Santa Monica Blvd	455	445	425	395	1,204	943	997	1,301	3,082	3,084
14. Bundy Dr/Santa Monica Blvd	1,447	996	852	1,255	1,308	947	869	1,279	4,476	4,477
15. Barrington Ave/Santa Monica Blvd	733	785	701	719	1,364	1,144	1,135	1,286	3,933	3,933
16. Federal Ave/Santa Monica Blvd	314	518	588	408	1,311	1,115	1,138	1,308	3,350	3,350
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,465	1,290	0	1,783	1,485	1,945	2,069	5,019	5,019
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,258	0	0	2,122	2,250	1,775	1,569	2,180	6,077	6,077
19. Sepulveda Blvd/Santa Monica Blvd	1,271	1,198	983	1,132	1,732	1,612	1,638	1,681	5,623	5,623
20. Veteran Ave/Santa Monica Blvd	411	634	662	485	2,042	2,029	2,000	1,968	5,116	5,116
21. Westwood Blvd/Santa Monica Blvd	1,386	1,675	1,558	1,698	2,282	1,622	1,989	2,219	7,214	7,214
22. Overland Ave/Santa Monica Blvd	434	553	86	0	1,879	2,158	2,409	2,096	4,808	4,807
23. S Beverly Glen Blvd/Santa Monica Blvd	883	1,399	1,411	1,234	1,819	2,083	2,455	1,852	6,568	6,569
24. Century Park W/Santa Monica Blvd	743	317	0	0	1,838	2,454	2,181	1,991	4,762	4,762
25. Ave of the Stars/Santa Monica Blvd	1,370	676	0	12	2,002	2,181	1,827	2,330	5,199	5,200
26. Century Park E/Santa Monica Blvd	1,164	745	0	0	2,365	1,782	1,788	2,791	5,317	5,317
27. Bundy Dr/Olympic Blvd	1,814	1,337	967	1,900	2,187	1,726	1,916	1,920	6,883	6,883
28. Barrington Ave/Olympic Blvd	1,324	1,985	1,672	1,317	2,058	1,784	1,914	1,880	6,969	6,967
29. Sepulveda Blvd/Olympic Blvd	1,470	1,087	1,001	1,590	2,086	2,953	3,098	2,021	7,654	7,651
30. Veteran Ave/Olympic Blvd	253	469	520	334	1,893	2,944	2,992	1,911	5,657	5,658
31. Westwood Blvd/Olympic Blvd	1,125	1,475	1,624	1,260	1,933	3,059	3,203	2,092	7,886	7,887
32. Overland Ave/Olympic Blvd	660	850	529	474	2,141	3,228	3,466	2,244	6,797	6,796
33. S Beverly Glen Blvd/Olympic Blvd	639	1,160	1,404	858	2,174	3,118	3,153	2,237	7,371	7,373
34. Century Park W/Olympic Blvd	0	0	873	269	2,152	3,036	2,375	2,096	5,400	5,401
35. Century Park E/Olympic Blvd	836	976	920	973	2,900	2,850	2,902	2,762	7,558	7,561
36. Sepulveda Blvd/Pico Blvd	1,525	1,508	1,215	1,321	1,708	2,047	2,132	1,703	6,579	6,579
37. Veteran Ave/Pico Blvd	0	0	515	252	1,737	2,312	2,129	1,820	4,380	4,383
38. Westwood Blvd/Pico Blvd	887	1,457	1,271	1,114	1,792	2,158	2,473	1,695	6,424	6,424
39. Overland Ave/Pico Blvd	1,622	2,013	911	595	1,728	2,478	2,703	1,878	6,964	6,964
40. Fairfax Ave/3rd St	1,212	1,265	1,399	1,451	1,468	973	1,116	1,515	5,196	5,205
41. La Brea Ave/3rd St	1,898	1,798	1,824	1,851	837	1,187	1,193	914	5,751	5,750
42. Highland Ave/3rd St	1,227	1,624	1,647	1,368	917	1,191	1,216	823	5,008	5,007
43. Western Ave/3rd St	1,250	1,386	1,371	1,308	1,414	1,382	1,349	1,313	5,384	5,389
44. Vermont Ave/3rd St	1,690	1,490	1,678	1,903	1,408	1,454	1,352	1,280	6,129	6,127
45. Fairfax Ave/6th St	1,006	1,230	1,160	1,042	501	410	600	585	3,267	3,267
46. La Brea Ave/6th St	1,867	1,658	1,803	1,913	1,218	1,049	961	1,229	5,849	5,849
47. Highland Ave/6th St	1,357	1,503	1,579	1,322	1,228	962	923	1,302	5,088	5,089
48. Western Ave/6th St	1,289	1,354	1,395	1,312	1,206	1,332	1,332	1,225	5,223	5,223
49. Vermont Ave/6th St	1,714	2,269	1,366	1,751	1,311	1,415	1,504	460	5,896	5,896
50. Alvarado St/6th St	1,318	1,173	1,113	1,381	1,141	1,187	1,241	1,073	4,813	4,814
51. San Vicente Blvd/Wilshire Blvd	1,144	2,255	2,142	1,089	2,031	1,660	1,483	1,795	6,799	6,799
52. Fairfax Ave/Wilshire Blvd	1,383	1,711	1,751	1,519	2,063	1,172	1,142	1,937	6,340	6,340
53. La Brea Ave/Wilshire Blvd	1,681	1,738	1,589	1,852	1,628	1,193	1,272	1,387	6,170	6,170
54. Highland Ave/Wilshire Blvd	1,038	1,004	1,372	1,333	1,435	1,450	1,252	1,310	5,096	5,097
55. Crenshaw Blvd/Wilshire Blvd	1,166	813	0	0	1,531	1,579	1,297	1,601	3,995	3,994
56. Western Ave/Wilshire Blvd	1,546	1,242	1,103	1,512	825	1,309	1,422	851	4,896	4,913
57. Vermont Ave/Wilshire Blvd	1,736	1,498	1,280	1,574	1,355	1,422	1,391	1,288	5,761	5,782
58. Alvarado St/Wilshire Blvd	1,266	1,244	1,193	1,342	1,151	1,289	1,343	1,077	4,952	4,952
59. Fairfax Ave/8th St	1,153	1,187	1,178	1,182	128	0	352	441	2,810	2,810
60. La Brea Ave/8th St	1,665	1,820	1,739	1,656	441	270	190	289	4,035	4,034
61. Highland Ave/8th St	1,000	921	1,020	1,055	77	77	136	180	2,233	2,234
62. Crenshaw Blvd/8th St	1,337	1,127	757	1,183	355	147	403	395	2,853	2,853
63. Western Ave/8th St	1,195	1,494	1,518	1,179	614	766	805	695	4,132	4,134
64. Vermont Ave/8th St	1,597	1,492	1,556	1,590	1,008	1,464	1,373	990	5,534	5,536
65. Alvarado St/8th St	1,113	1,109	1,139	1,142	737	960	994	773	3,985	3,986
66. Fairfax Ave/San Vicente Blvd	967	1,257	1,255	1,193	1,298	863	1,042	1,249	4,561	4,563
67. Fairfax Ave/Olympic Blvd	721	994	1,265	932	2,301	1,591	1,318	2,087	5,605	5,604
68. San Vicente Blvd/Olympic Blvd	869	1,478	1,197	1,060	2,059	1,332	1,518	1,773	5,643	5,642
69. La Brea Ave/Olympic Blvd	1,737	1,896	1,977	1,904	1,980	1,380	1,384	1,898	7,078	7,078
70. Highland Ave/Olympic Blvd	769	919	975	1,024	1,962	1,347	1,437	1,857	5,143	5,146
71. Crenshaw Blvd/Olympic Blvd	1,389	1,203	1,182	1,327	2,034	1,595	1,633	2,110	6,238	6,236
72. Western Ave/Olympic Blvd	1,130	1,346	1,507	1,182	1,949	1,689	1,703	2,073	6,289	6,290
73. Vermont Ave/Olympic Blvd	1,549	1,330	1,415	1,602	1,959	1,767	1,711	1,935	6,634	6,633
74. Alvarado St/Olympic Blvd	1,054	971	1,181	1,187	1,585	1,927	1,820	1,554	5,640	5,639
75. Comstock Ave/Wilshire Blvd	281	121	129	372	1,963	1,836	1,926	1,972	4,299	4,301

YEAR 2012 WITH PROJECT ALTERNATIVE A-1 CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2012WP Alt 2 AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,394	949	1,667	0	1,402	1,397	1,211	4,010	4,010
2. S Beverly Glen Blvd/Sunset Blvd	0	2,698	200	791	0	908	737	2,044	3,689	3,689
3. N Beverly Glen Blvd/Sunset Blvd	1,255	1,572	908	0	281	756	2,698	0	3,735	3,735
4. Centinela Ave/Wilshire Blvd	0	1,266	155	1,071	0	1,115	195	1,182	2,492	2,492
5. Bundy Dr/Wilshire Blvd	771	1420	1012	1018	825	1155	1060	1180	4,221	4,220
6. Barrington Ave/Wilshire Blvd	671	1,536	540	1,403	486	1,494	538	1,633	4,150	4,151
7. Federal Ave/Wilshire Blvd	2,113	1,429	549	1,494	1,059	2,438	552	1,536	5,585	5,585
8. Sepulveda Blvd/Wilshire Blvd	1,387	2,183	730	2,609	397	2,802	1,287	2,423	6,909	6,909
9. Veteran Ave/Wilshire Blvd	1,394	1,593	537	3,985	1,207	3,153	941	2,204	7,509	7,505
10. Westwood Blvd/Wilshire Blvd	1,101	1,668	963	2,411	2,447	1,641	683	1,370	6,143	6,141
11. S Beverly Glen Blvd/Wilshire Blvd	707	1,831	964	1,897	733	1,399	1,067	2,201	5,399	5,400
12. Santa Monica Blvd/Wilshire Blvd	1,724	1,721	1,416	1,973	1,431	1,389	2,032	1,983	6,834	6,835
13. Centinela Ave/Santa Monica Blvd	195	976	352	1,003	155	810	262	1,299	2,526	2,526
14. Bundy Dr/Santa Monica Blvd	1,060	1,314	1,580	810	1,012	1,102	1,676	976	4,764	4,766
15. Barrington Ave/Santa Monica Blvd	743	1,421	672	1,271	795	1,120	801	1,392	4,107	4,108
16. Federal Ave/Santa Monica Blvd	585	1,436	342	1,120	460	1,324	277	1,421	3,483	3,482
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,022	1,865	0	2,043	0	2,152	459	2,319	4,930	4,930
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,893	1,065	2,152	1,295	1,951	0	1,865	5,110	5,111
19. Sepulveda Blvd/Santa Monica Blvd	1,408	1,740	1,276	1,951	1,234	2,052	1,197	1,893	6,375	6,376
20. Veteran Ave/Santa Monica Blvd	249	1,984	521	2,052	798	2,020	248	1,740	4,806	4,806
21. Westwood Blvd/Santa Monica Blvd	1,075	1,854	1,763	2,022	1,698	1,937	1,248	1,831	6,714	6,714
22. Overland Ave/Santa Monica Blvd	0	2,237	606	1,937	0	2,506	421	1,854	4,780	4,781
23. S Beverly Glen Blvd/Santa Monica Blvd	954	2,144	907	2,106	858	2,261	1,192	1,800	6,111	6,111
24. Century Park W/Santa Monica Blvd	0	1,967	742	2,097	0	2,218	693	1,894	4,806	4,805
25. Ave of the Stars/Santa Monica Blvd	0	1,625	832	2,218	0	1,882	827	1,967	4,675	4,676
26. Century Park E/Santa Monica Blvd	0	2,698	320	1,765	0	1,999	282	2,501	4,783	4,782
27. Bundy Dr/Olympic Blvd	1,226	1,772	1,630	1,398	1,508	1,356	1,228	1,934	6,026	6,026
28. Barrington Ave/Olympic Blvd	804	1,928	1,728	1,356	1,229	1,683	1,133	1,772	5,816	5,817
29. Sepulveda Blvd/Olympic Blvd	1,197	2,131	1,228	2,454	1,276	2,404	1,099	2,231	7,010	7,010
30. Veteran Ave/Olympic Blvd	248	2,232	401	2,404	521	2,301	333	2,131	5,285	5,286
31. Westwood Blvd/Olympic Blvd	1,071	2,098	1,446	2,316	1,581	2,195	1,172	1,984	6,931	6,932
32. Overland Ave/Olympic Blvd	421	2,195	729	2,195	606	2,339	495	2,098	5,540	5,538
33. S Beverly Glen Blvd/Olympic Blvd	849	2,107	1,487	2,201	1,563	2,475	711	1,894	6,644	6,643
34. Century Park W/Olympic Blvd	369	2,377	0	2,055	1,120	1,862	0	1,819	4,801	4,801
35. Century Park E/Olympic Blvd	126	3,025	1,218	2,224	1,127	1,711	493	3,263	6,593	6,594
36. Sepulveda Blvd/Pico Blvd	1,333	1,555	1,700	1,136	1,513	1,769	1,083	1,360	5,724	5,725
37. Veteran Ave/Pico Blvd	98	1,624	0	1,769	117	1,819	0	1,555	3,491	3,491
38. Westwood Blvd/Pico Blvd	903	1,897	1,692	1,613	1,432	2,121	759	1,792	6,105	6,104
39. Overland Ave/Pico Blvd	495	2,260	1,620	2,121	729	2,724	1,147	1,897	6,496	6,497
40. Fairfax Ave/3rd St	1,329	1,617	960	766	974	1,007	1,193	1,507	4,672	4,681
41. La Brea Ave/3rd St	1,912	1,316	1,714	1,100	1,562	1,102	2,171	1,205	6,042	6,040
42. Highland Ave/3rd St	1,578	1,210	1,548	1,020	1,325	1,084	1,799	1,150	5,356	5,358
43. Western Ave/3rd St	1,236	1,296	1,187	1,129	934	1,110	1,414	1,397	4,848	4,855
44. Vermont Ave/3rd St	2,106	1,333	1,384	1,727	1,405	1,882	1,971	1,292	6,550	6,550
45. Fairfax Ave/6th St	1,193	879	826	486	970	334	1,408	672	3,384	3,384
46. La Brea Ave/6th St	2,171	1,030	1,590	767	1,714	647	1,904	1,294	5,558	5,559
47. Highland Ave/6th St	1,799	1,086	1,421	647	1,548	890	1,484	1,030	4,953	4,952
48. Western Ave/6th St	1,421	1,077	1,126	1,294	826	1,159	1,582	1,351	4,918	4,918
49. Vermont Ave/6th St	2,147	992	1,765	1,200	1,445	1,137	2,266	1,258	6,104	6,106
50. Alvarado St/6th St	1,256	960	1,006	1,275	804	1,328	1,524	842	4,497	4,498
51. San Vicente Blvd/Wilshire Blvd	998	2,058	1,585	895	1,284	1,189	785	2,278	5,536	5,536
52. Fairfax Ave/Wilshire Blvd	1,408	1,770	1,076	1,281	826	1,192	1,520	1,997	5,535	5,535
53. La Brea Ave/Wilshire Blvd	1,904	1,593	1,880	1,140	1,590	1,241	2,109	1,575	6,517	6,515
54. Highland Ave/Wilshire Blvd	1,484	1,600	889	1,241	1,421	1,247	952	1,593	5,214	5,213
55. Crenshaw Blvd/Wilshire Blvd	0	2,284	1,289	1,206	0	1,952	1,347	1,480	4,779	4,779
56. Western Ave/Wilshire Blvd	1,582	1,497	1,229	1,617	1,126	1,509	1,582	1,725	5,925	5,942
57. Vermont Ave/Wilshire Blvd	2,266	1,409	1,457	1,422	1,765	1,518	1,781	1,510	6,554	6,574
58. Alvarado St/Wilshire Blvd	1,524	854	1,164	1,492	1,006	1,402	1,602	1,025	5,034	5,035
59. Fairfax Ave/8th St	1,520	580	758	40	1,076	916	906	0	2,898	2,898
60. La Brea Ave/8th St	2,109	509	1,909	117	1,880	169	2,035	560	4,644	4,644
61. Highland Ave/8th St	952	741	1,030	169	889	606	890	509	2,892	2,894
62. Crenshaw Blvd/8th St	1,347	549	1,232	163	1,289	386	1,389	226	3,291	3,290
63. Western Ave/8th St	1,500	761	1,089	592	1,223	748	1,258	713	3,942	3,942
64. Vermont Ave/8th St	1,492	1,010	1,353	1,360	1,376	1,245	1,576	1,018	5,215	5,215
65. Alvarado St/8th St	1,448	573	1,028	910	1,069	983	1,381	525	3,959	3,958
66. Fairfax Ave/San Vicente Blvd	1,267	2,036	1,454	1,315	1,496	1,259	1,323	1,993	6,072	6,071
67. Fairfax Ave/Olympic Blvd	1,323	2,433	742	2,213	1,454	1,744	764	2,749	6,711	6,711
68. San Vicente Blvd/Olympic Blvd	1,259	2,566	1,904	1,744	2,036	1,675	1,328	2,433	7,473	7,472
69. La Brea Ave/Olympic Blvd	2,035	1,979	2,115	1,723	1,909	1,669	1,916	2,359	7,852	7,853
70. Highland Ave/Olympic Blvd	842	1,995	878	1,669	959	1,673	775	1,979	5,384	5,386
71. Crenshaw Blvd/Olympic Blvd	1,389	1,965	1,142	1,945	1,232	1,755	1,223	2,228	6,441	6,438
72. Western Ave/Olympic Blvd	1,512	1,831	1,163	1,762	1,246	1,746	1,350	1,926	6,268	6,268
73. Vermont Ave/Olympic Blvd	1,560	2,000	1,464	2,014	1,468	2,116	1,606	1,848	7,038	7,038
74. Alvarado St/Olympic Blvd	1,406	1,293	854	1,699	952	1,779	945	1,576	5,252	5,252
75. Comstock Ave/Wilshire Blvd	355	1,968	0	1,399	343	1,549	0	1,831	3,722	3,723

AM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	160	77	53	0	57	92	142
2. S Beverly Glen Blvd/Sunset Blvd	0	361	-27	125	0	109	56	294
3. N Beverly Glen Blvd/Sunset Blvd	139	240	109	0	-13	140	361	0
4. Centinela Ave/Wilshire Blvd	0	23	8	55	0	19	6	61
5. Bundy Dr/Wilshire Blvd	128	36	94	4	70	39	138	14
6. Barrington Ave/Wilshire Blvd	77	57	20	39	-7	104	72	25
7. Federal Ave/Wilshire Blvd	99	58	46	104	127	121	1	57
8. Sepulveda Blvd/Wilshire Blvd	-49	98	145	119	-18	164	63	103
x 9. Veteran Ave/Wilshire Blvd	68	-26	7	275	114	-1	101	106
10. Westwood Blvd/Wilshire Blvd	29	29	104	36	224	-43	-11	26
11. S Beverly Glen Blvd/Wilshire Blvd	119	-78	212	51	113	47	91	53
12. Santa Monica Blvd/Wilshire Blvd	163	-112	152	107	98	129	254	-171
13. Centinela Ave/Santa Monica Blvd	6	136	16	141	8	136	28	127
14. Bundy Dr/Santa Monica Blvd	138	147	202	136	94	171	224	136
15. Barrington Ave/Santa Monica Blvd	73	63	23	191	53	120	28	151
16. Federal Ave/Santa Monica Blvd	54	37	40	120	13	140	33	63
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	5	49	0	136	0	175	-68	83
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	140	52	175	176	143	0	49
19. Sepulveda Blvd/Santa Monica Blvd	169	202	213	143	277	176	136	140
20. Veteran Ave/Santa Monica Blvd	50	173	97	176	103	135	55	202
21. Westwood Blvd/Santa Monica Blvd	79	289	213	227	262	205	146	196
22. Overland Ave/Santa Monica Blvd	0	285	152	205	0	331	22	289
23. S Beverly Glen Blvd/Santa Monica Blvd	92	335	102	227	225	264	72	194
24. Century Park W/Santa Monica Blvd	0	343	114	289	0	266	120	358
25. Ave of the Stars/Santa Monica Blvd	0	294	160	266	0	285	94	343
26. Century Park E/Santa Monica Blvd	0	332	-7	262	0	180	78	329
27. Bundy Dr/Olympic Blvd	126	223	103	185	116	189	125	208
28. Barrington Ave/Olympic Blvd	59	218	172	189	96	194	127	223
29. Sepulveda Blvd/Olympic Blvd	136	209	127	244	213	159	79	266
30. Veteran Ave/Olympic Blvd	55	170	101	159	97	111	68	209
31. Westwood Blvd/Olympic Blvd	127	222	215	141	252	163	105	186
32. Overland Ave/Olympic Blvd	22	274	141	163	152	153	71	222
33. S Beverly Glen Blvd/Olympic Blvd	76	327	168	147	168	214	79	255
34. Century Park W/Olympic Blvd	81	355	0	192	104	234	0	289
35. Century Park E/Olympic Blvd	48	522	116	280	104	298	98	467
36. Sepulveda Blvd/Pico Blvd	121	233	186	133	192	227	110	144
37. Veteran Ave/Pico Blvd	26	259	0	227	37	241	0	233
38. Westwood Blvd/Pico Blvd	110	281	265	247	216	313	102	270
39. Overland Ave/Pico Blvd	71	294	225	313	141	365	118	281
40. Fairfax Ave/3rd St	134	158	76	142	108	110	106	197
41. La Brea Ave/3rd St	223	125	133	134	124	117	248	124
42. Highland Ave/3rd St	145	148	119	122	118	146	167	104
43. Western Ave/3rd St	155	142	174	139	128	133	197	159
44. Vermont Ave/3rd St	216	108	150	151	148	194	186	97
45. Fairfax Ave/6th St	106	126	78	63	86	57	151	78
46. La Brea Ave/6th St	248	120	111	96	133	99	158	186
47. Highland Ave/6th St	167	119	132	99	119	148	128	120
48. Western Ave/6th St	207	152	125	173	117	156	203	180
49. Vermont Ave/6th St	199	96	116	91	148	96	156	104
50. Alvarado St/6th St	148	80	135	99	87	127	200	48
51. San Vicente Blvd/Wilshire Blvd	119	59	290	98	113	68	205	180
52. Fairfax Ave/Wilshire Blvd	151	26	72	-27	78	-2	107	39
53. La Brea Ave/Wilshire Blvd	158	-17	102	-2	111	-38	212	-47
54. Highland Ave/Wilshire Blvd	128	-31	128	-38	132	-56	125	-17
55. Crenshaw Blvd/Wilshire Blvd	0	-71	142	-43	0	-84	160	-48
56. Western Ave/Wilshire Blvd	203	-67	87	38	125	-26	235	-55
57. Vermont Ave/Wilshire Blvd	156	-23	201	-44	116	0	243	-49
58. Alvarado St/Wilshire Blvd	200	57	149	182	135	172	203	79
59. Fairfax Ave/8th St	107	59	112	-6	72	99	100	0
60. La Brea Ave/8th St	212	49	135	43	102	75	177	84
61. Highland Ave/8th St	125	84	86	75	128	111	85	49
62. Crenshaw Blvd/8th St	160	84	94	41	142	82	150	4
63. Western Ave/8th St	221	56	145	58	89	104	198	89
64. Vermont Ave/8th St	165	111	116	222	128	151	229	105
65. Alvarado St/8th St	185	89	97	82	133	116	150	53
66. Fairfax Ave/San Vicente Blvd	125	242	184	230	184	216	138	241
67. Fairfax Ave/Olympic Blvd	138	251	72	293	184	181	59	329
68. San Vicente Blvd/Olympic Blvd	216	310	182	181	242	179	217	251
69. La Brea Ave/Olympic Blvd	177	218	125	217	135	159	199	245
70. Highland Ave/Olympic Blvd	78	218	75	159	78	165	71	218
71. Crenshaw Blvd/Olympic Blvd	150	234	73	207	94	208	118	240
72. Western Ave/Olympic Blvd	175	182	115	220	112	234	164	183
73. Vermont Ave/Olympic Blvd	165	194	122	255	115	259	178	183
74. Alvarado St/Olympic Blvd	171	113	97	203	99	222	104	159
75. Comstock Ave/Wilshire Blvd	3	-166	0	47	-46	9	0	-78

AM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	160	77	53	0	57	92	142
2. S Beverly Glen Blvd/Sunset Blvd	0	361	-27	125	0	109	56	294
3. N Beverly Glen Blvd/Sunset Blvd	139	240	109	0	-13	140	361	0
4. Centinela Ave/Wilshire Blvd	0	23	8	55	0	19	6	61
5. Bundy Dr/Wilshire Blvd	128	36	94	4	70	39	138	14
6. Barrington Ave/Wilshire Blvd	77	57	20	39	-7	104	72	25
7. Federal Ave/Wilshire Blvd	99	58	46	104	127	121	1	57
8. Sepulveda Blvd/Wilshire Blvd	-49	98	145	119	-18	164	63	103
9. Veteran Ave/Wilshire Blvd	68	-26	7	275	114	-1	101	106
10. Westwood Blvd/Wilshire Blvd	29	29	104	36	224	-43	-11	26
11. S Beverly Glen Blvd/Wilshire Blvd	119	-78	212	51	113	47	91	53
12. Santa Monica Blvd/Wilshire Blvd	163	-112	152	107	98	129	254	-171
13. Centinela Ave/Santa Monica Blvd	6	136	16	141	8	136	28	127
14. Bundy Dr/Santa Monica Blvd	138	147	202	136	94	171	224	136
15. Barrington Ave/Santa Monica Blvd	73	63	23	191	53	120	28	151
16. Federal Ave/Santa Monica Blvd	54	37	40	120	13	140	33	63
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	5	49	0	136	0	175	-68	83
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	140	52	175	176	143	0	49
19. Sepulveda Blvd/Santa Monica Blvd	169	202	213	143	277	176	136	140
20. Veteran Ave/Santa Monica Blvd	50	173	97	176	103	135	55	202
21. Westwood Blvd/Santa Monica Blvd	79	289	213	227	262	205	146	196
22. Overland Ave/Santa Monica Blvd	0	285	152	205	0	331	22	289
23. S Beverly Glen Blvd/Santa Monica Blvd	92	335	102	227	225	264	72	194
24. Century Park W/Santa Monica Blvd	0	343	114	289	0	266	120	358
25. Ave of the Stars/Santa Monica Blvd	0	294	160	266	0	285	94	343
26. Century Park E/Santa Monica Blvd	0	332	-7	262	0	180	78	329
27. Bundy Dr/Olympic Blvd	126	223	103	185	116	189	125	208
28. Barrington Ave/Olympic Blvd	59	218	172	189	96	194	127	223
29. Sepulveda Blvd/Olympic Blvd	136	209	127	244	213	159	79	266
30. Veteran Ave/Olympic Blvd	55	170	101	159	97	111	68	209
31. Westwood Blvd/Olympic Blvd	127	222	215	141	252	163	105	186
32. Overland Ave/Olympic Blvd	22	274	141	163	152	153	71	222
33. S Beverly Glen Blvd/Olympic Blvd	76	327	168	147	168	214	79	255
34. Century Park W/Olympic Blvd	81	355	0	192	104	234	0	289
35. Century Park E/Olympic Blvd	48	522	116	280	104	298	98	467
36. Sepulveda Blvd/Pico Blvd	121	233	186	133	192	227	110	144
37. Veteran Ave/Pico Blvd	26	259	0	227	37	241	0	233
38. Westwood Blvd/Pico Blvd	110	281	265	247	216	313	102	270
39. Overland Ave/Pico Blvd	71	294	225	313	141	365	118	281
40. Fairfax Ave/3rd St	134	158	76	142	108	110	106	197
41. La Brea Ave/3rd St	223	125	133	134	124	117	248	124
42. Highland Ave/3rd St	145	148	119	122	118	146	167	104
43. Western Ave/3rd St	155	142	174	139	128	133	197	159
44. Vermont Ave/3rd St	216	108	150	151	148	194	186	97
45. Fairfax Ave/6th St	106	126	78	63	86	57	151	78
46. La Brea Ave/6th St	248	120	111	96	133	99	158	186
47. Highland Ave/6th St	167	119	132	99	119	148	128	120
48. Western Ave/6th St	207	152	125	173	117	156	203	180
49. Vermont Ave/6th St	199	96	116	91	148	96	156	104
50. Alvarado St/6th St	148	80	135	99	87	127	200	48
51. San Vicente Blvd/Wilshire Blvd	119	59	290	98	113	68	205	180
52. Fairfax Ave/Wilshire Blvd	151	26	72	-27	78	-2	107	39
53. La Brea Ave/Wilshire Blvd	158	-17	102	-2	111	-38	212	-47
54. Highland Ave/Wilshire Blvd	128	-31	128	-38	132	-56	125	-17
55. Crenshaw Blvd/Wilshire Blvd	0	-71	142	-43	0	-84	160	-48
56. Western Ave/Wilshire Blvd	203	-67	87	38	125	-26	235	-55
57. Vermont Ave/Wilshire Blvd	156	-23	201	-44	116	0	243	-49
58. Alvarado St/Wilshire Blvd	200	57	149	182	135	172	203	79
59. Fairfax Ave/8th St	107	59	112	-6	72	99	100	0
60. La Brea Ave/8th St	212	49	135	43	102	75	177	84
61. Highland Ave/8th St	125	84	86	75	128	111	85	49
62. Crenshaw Blvd/8th St	160	84	94	41	142	82	150	4
63. Western Ave/8th St	221	56	145	58	89	104	198	89
64. Vermont Ave/8th St	165	111	116	222	128	151	229	105
65. Alvarado St/8th St	185	89	97	82	133	116	150	53
66. Fairfax Ave/San Vicente Blvd	125	242	184	230	184	216	138	241
67. Fairfax Ave/Olympic Blvd	138	251	72	293	184	181	59	329
68. San Vicente Blvd/Olympic Blvd	216	310	182	181	242	179	217	251
69. La Brea Ave/Olympic Blvd	177	218	125	217	135	159	199	245
70. Highland Ave/Olympic Blvd	78	218	75	159	78	165	71	218
71. Crenshaw Blvd/Olympic Blvd	150	234	73	207	94	208	118	240
72. Western Ave/Olympic Blvd	175	182	115	220	112	234	164	183
73. Vermont Ave/Olympic Blvd	165	194	122	255	115	259	178	183
74. Alvarado St/Olympic Blvd	171	113	97	203	99	222	104	159
75. Comstock Ave/Wilshire Blvd	3	-166	0	47	-46	9	0	-78

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2012 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,609	590	2,235	0	2,501	615	1,318
2. S Beverly Glen Blvd/Sunset Blvd	169	2,451	460	1,062	179	1,306	672	1,985
3. N Beverly Glen Blvd/Sunset Blvd	1,173	1,434	109	1,198	339	1,132	361	2,083
4. Centinela Ave/Wilshire Blvd	20	1,550	176	1,066	49	1,043	86	1,634
5. Bundy Dr/Wilshire Blvd	837	1,541	942	1,274	814	1,319	885	1,575
6. Barrington Ave/Wilshire Blvd	735	1,695	631	1,179	478	1,481	562	1,720
7. Federal Ave/Wilshire Blvd	1,666	2,638	537	1,876	1,306	3,268	378	1,765
8. Sepulveda Blvd/Wilshire Blvd	1,163	2,842	811	3,092	359	3,477	953	3,116
9. Veteran Ave/Wilshire Blvd	513	2,511	1,009	4,671	1,314	3,958	464	2,964
10. Westwood Blvd/Wilshire Blvd	521	2,167	965	2,634	1,356	2,138	565	2,227
11. S Beverly Glen Blvd/Wilshire Blvd	862	1,864	898	2,338	711	2,054	1,153	2,044
12. Santa Monica Blvd/Wilshire Blvd	2,164	1,837	920	2,254	1,427	1,700	1,896	2,152
13. Centinela Ave/Santa Monica Blvd	313	1,212	480	886	388	910	372	1,222
14. Bundy Dr/Santa Monica Blvd	1,100	1,263	1,195	874	1,044	908	1,188	1,294
15. Barrington Ave/Santa Monica Blvd	698	1,259	771	1,286	705	1,275	665	1,370
16. Federal Ave/Santa Monica Blvd	383	1,320	281	1,247	324	1,377	247	1,280
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,166	2,133	0	1,711	0	1,902	1,369	1,738
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,700	1,976	1,887	1,324	2,101	0	2,140
19. Sepulveda Blvd/Santa Monica Blvd	749	1,765	1,126	2,040	1,095	1,989	917	1,680
20. Veteran Ave/Santa Monica Blvd	383	1,797	512	2,083	565	2,075	317	1,816
21. Westwood Blvd/Santa Monica Blvd	899	2,051	1,403	2,236	1,562	2,260	1,011	1,756
22. Overland Ave/Santa Monica Blvd	149	2,187	477	1,985	0	2,306	422	2,070
23. S Beverly Glen Blvd/Santa Monica Blvd	1,768	1,697	1,086	2,027	1,050	2,625	1,316	1,587
24. Century Park W/Santa Monica Blvd	0	1,797	298	2,727	0	2,514	601	1,705
25. Ave of the Stars/Santa Monica Blvd	0	2,027	653	2,516	6	2,163	1,239	1,790
26. Century Park E/Santa Monica Blvd	0	2,859	391	2,137	0	1,732	1,593	2,061
27. Bundy Dr/Olympic Blvd	1,567	2,215	1,943	1,632	1,746	1,906	1,498	2,209
28. Barrington Ave/Olympic Blvd	984	1,947	1,740	1,637	1,280	2,070	777	2,183
29. Sepulveda Blvd/Olympic Blvd	734	2,437	1,440	2,162	1,338	2,250	657	2,530
30. Veteran Ave/Olympic Blvd	312	2,265	499	2,094	461	2,134	250	2,326
31. Westwood Blvd/Olympic Blvd	781	2,418	1,252	2,202	1,290	2,396	635	2,334
32. Overland Ave/Olympic Blvd	369	2,479	717	2,532	418	2,788	503	2,385
33. S Beverly Glen Blvd/Olympic Blvd	1,303	2,596	1,153	3,059	1,092	3,458	821	2,736
34. Century Park W/Olympic Blvd	243	2,365	0	3,744	1,101	3,012	0	2,238
35. Century Park E/Olympic Blvd	1,456	3,181	887	2,068	613	2,531	659	3,790
36. Sepulveda Blvd/Pico Blvd	729	1,600	1,829	1,940	1,500	2,083	737	1,779
37. Veteran Ave/Pico Blvd	124	1,733	0	2,095	257	2,016	0	1,679
38. Westwood Blvd/Pico Blvd	668	1,925	1,227	1,898	1,323	1,976	573	1,845
39. Overland Ave/Pico Blvd	603	1,995	1,897	1,990	724	2,856	1,100	1,808
40. Fairfax Ave/3rd St	1,459	1,904	988	831	1,074	956	1,459	1,704
41. La Brea Ave/3rd St	2,011	1,603	1,606	1,214	1,565	1,183	2,042	1,643
42. Highland Ave/3rd St	1,576	1,552	1,244	1,196	1,347	1,144	1,574	1,504
43. Western Ave/3rd St	1,390	1,334	1,209	1,323	1,165	1,367	1,334	1,398
44. Vermont Ave/3rd St	1,651	1,280	1,437	1,449	1,554	1,398	1,518	1,347
45. Fairfax Ave/6th St	1,410	824	742	335	796	386	1,528	599
46. La Brea Ave/6th St	2,012	1,244	1,584	812	1,575	832	1,822	1,423
47. Highland Ave/6th St	1,583	1,220	1,264	777	1,247	854	1,461	1,280
48. Western Ave/6th St	1,335	1,111	1,094	1,065	1,091	1,042	1,290	1,183
49. Vermont Ave/6th St	1,515	1,227	1,473	1,285	1,500	1,359	1,381	1,262
50. Alvarado St/6th St	1,430	772	1,046	1,244	1,060	1,186	1,435	812
51. San Vicente Blvd/Wilshire Blvd	1,455	1,604	1,881	1,369	1,611	1,359	1,301	2,038
52. Fairfax Ave/Wilshire Blvd	1,843	1,621	1,292	791	1,118	912	1,591	1,927
53. La Brea Ave/Wilshire Blvd	1,750	1,609	1,523	1,112	1,508	1,067	1,712	1,704
54. Highland Ave/Wilshire Blvd	1,273	1,544	1,110	1,071	1,300	1,038	956	1,701
55. Crenshaw Blvd/Wilshire Blvd	0	1,656	1,255	1,294	0	1,324	852	2,029
56. Western Ave/Wilshire Blvd	1,245	1,185	1,031	1,082	998	1,140	1,176	1,247
57. Vermont Ave/Wilshire Blvd	1,406	1,419	1,582	1,376	1,408	1,427	1,489	1,479
58. Alvarado St/Wilshire Blvd	1,403	991	1,043	1,354	1,050	1,345	1,299	1,097
59. Fairfax Ave/8th St	1,180	479	1,159	12	1,208	329	1,292	0
60. La Brea Ave/8th St	1,739	245	1,596	200	1,510	169	1,724	376
61. Highland Ave/8th St	981	112	1,132	97	1,178	151	872	124
62. Crenshaw Blvd/8th St	797	581	1,238	235	1,203	373	1,066	207
63. Western Ave/8th St	1,339	596	1,128	684	1,099	719	1,331	598
64. Vermont Ave/8th St	1,343	685	1,637	871	1,559	818	1,361	796
65. Alvarado St/8th St	1,086	630	1,066	747	1,082	808	1,017	620
66. Fairfax Ave/San Vicente Blvd	1,316	1,880	1,035	984	1,231	939	1,221	1,822
67. Fairfax Ave/Olympic Blvd	1,171	1,890	929	1,625	1,038	1,441	844	2,290
68. San Vicente Blvd/Olympic Blvd	981	2,438	1,472	1,457	1,846	1,301	1,132	2,070
69. La Brea Ave/Olympic Blvd	1,848	1,775	1,602	1,411	1,601	1,391	1,705	1,940
70. Highland Ave/Olympic Blvd	877	1,879	822	1,402	880	1,338	930	1,833
71. Crenshaw Blvd/Olympic Blvd	1,169	2,654	1,285	1,467	1,227	1,502	1,133	2,708
72. Western Ave/Olympic Blvd	1,335	1,727	1,142	1,884	1,106	1,979	1,141	1,863
73. Vermont Ave/Olympic Blvd	1,337	1,634	1,474	1,722	1,458	1,711	1,291	1,706
74. Alvarado St/Olympic Blvd	1,167	1,109	959	1,713	1,002	1,740	820	1,388
75. Comstock Ave/Wilshire Blvd	246	2,060	126	2,153	149	2,228	215	1,994

POST-PROCESS THESE NUMBERS

2012WP Alt 2 AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	590	615	0	0	2,235	1,318	1,609	2,501	4,434	4,435
2. S Beverly Glen Blvd/Sunset Blvd	460	672	169	179	1,062	1,985	2,451	1,306	4,142	4,142
3. N Beverly Glen Blvd/Sunset Blvd	109	361	1,173	339	1,198	2,083	1,434	1,132	3,915	3,915
4. Centinela Ave/Wilshire Blvd	176	86	20	49	1,066	1,634	1,550	1,043	2,811	2,811
5. Bundy Dr/Wilshire Blvd	942	885	837	814	1,274	1,575	1,541	1,319	4,594	4,593
6. Barrington Ave/Wilshire Blvd	631	562	735	478	1,179	1,720	1,695	1,481	4,240	4,241
7. Federal Ave/Wilshire Blvd	537	378	1,666	1,306	1,876	1,765	2,638	3,268	6,718	6,717
8. Sepulveda Blvd/Wilshire Blvd	811	953	1,163	359	3,092	3,116	2,842	3,477	7,907	7,906
9. Veteran Ave/Wilshire Blvd	1,009	464	513	1,314	4,671	2,964	2,511	3,958	8,704	8,700
10. Westwood Blvd/Wilshire Blvd	965	565	521	1,356	2,634	2,227	2,167	2,138	6,287	6,285
11. S Beverly Glen Blvd/Wilshire Blvd	898	1,153	862	711	2,338	2,044	1,864	2,054	5,962	5,962
12. Santa Monica Blvd/Wilshire Blvd	920	1,896	2,164	1,427	2,254	2,152	1,837	1,700	7,175	7,175
13. Centinela Ave/Santa Monica Blvd	480	372	313	388	886	1,222	1,212	910	2,891	2,891
14. Bundy Dr/Santa Monica Blvd	1,195	1,188	1,100	1,044	874	1,294	1,263	908	4,432	4,434
15. Barrington Ave/Santa Monica Blvd	771	665	698	705	1,286	1,370	1,259	1,275	4,013	4,015
16. Federal Ave/Santa Monica Blvd	281	247	383	324	1,247	1,280	1,320	1,377	3,230	3,228
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,369	1,166	0	1,711	1,738	2,133	1,902	5,010	5,010
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,976	0	0	1,324	1,887	2,140	1,700	2,101	5,564	5,565
19. Sepulveda Blvd/Santa Monica Blvd	1,126	917	749	1,095	2,040	1,680	1,765	1,989	5,679	5,681
20. Veteran Ave/Santa Monica Blvd	512	317	383	565	2,083	1,816	1,797	2,075	4,775	4,774
21. Westwood Blvd/Santa Monica Blvd	1,403	1,011	899	1,562	2,236	1,756	2,051	2,260	6,588	6,589
22. Overland Ave/Santa Monica Blvd	477	422	149	0	1,985	2,070	2,187	2,306	4,798	4,798
23. S Beverly Glen Blvd/Santa Monica Blvd	1,086	1,316	1,768	1,050	2,027	1,587	1,697	2,625	6,579	6,578
24. Century Park W/Santa Monica Blvd	298	601	0	0	2,727	1,705	1,797	2,514	4,822	4,820
25. Ave of the Stars/Santa Monica Blvd	653	1,239	0	6	2,516	1,790	2,027	2,163	5,196	5,198
26. Century Park E/Santa Monica Blvd	391	1,593	0	0	2,137	2,061	2,859	1,732	5,387	5,387
27. Bundy Dr/Olympic Blvd	1,943	1,498	1,567	1,746	1,632	2,209	2,215	1,906	7,358	7,359
28. Barrington Ave/Olympic Blvd	1,740	777	984	1,280	1,637	2,183	1,947	2,070	6,309	6,311
29. Sepulveda Blvd/Olympic Blvd	1,440	657	734	1,338	2,162	2,530	2,437	2,250	6,774	6,775
30. Veteran Ave/Olympic Blvd	499	250	312	461	2,094	2,326	2,265	2,134	5,171	5,171
31. Westwood Blvd/Olympic Blvd	1,252	635	781	1,290	2,202	2,334	2,418	2,396	6,654	6,655
32. Overland Ave/Olympic Blvd	717	503	369	418	2,532	2,385	2,479	2,788	6,096	6,094
33. S Beverly Glen Blvd/Olympic Blvd	1,153	821	1,303	1,092	3,059	2,736	2,596	3,458	8,110	8,108
34. Century Park W/Olympic Blvd	0	0	243	1,101	3,744	2,238	2,365	3,012	6,352	6,351
35. Century Park E/Olympic Blvd	887	659	1,456	613	2,068	3,790	3,181	2,531	7,592	7,593
36. Sepulveda Blvd/Pico Blvd	1,829	737	729	1,500	1,940	1,779	1,600	2,083	6,098	6,098
37. Veteran Ave/Pico Blvd	0	0	124	257	2,095	1,679	1,733	2,016	3,953	3,952
38. Westwood Blvd/Pico Blvd	1,227	573	668	1,323	1,898	1,845	1,925	1,976	5,719	5,717
39. Overland Ave/Pico Blvd	1,897	1,100	603	724	1,990	1,808	1,995	2,856	6,486	6,488
40. Fairfax Ave/3rd St	988	1,459	1,459	1,074	831	1,704	1,904	956	5,182	5,193
41. La Brea Ave/3rd St	1,606	2,042	2,011	1,565	1,214	1,643	1,603	1,183	6,435	6,433
42. Highland Ave/3rd St	1,244	1,574	1,576	1,347	1,196	1,504	1,552	1,144	5,568	5,569
43. Western Ave/3rd St	1,209	1,334	1,390	1,165	1,323	1,398	1,334	1,367	5,256	5,263
44. Vermont Ave/3rd St	1,437	1,518	1,651	1,554	1,449	1,347	1,280	1,398	5,817	5,817
45. Fairfax Ave/6th St	742	1,528	1,410	796	335	599	824	386	3,310	3,309
46. La Brea Ave/6th St	1,584	1,822	2,012	1,575	812	1,423	1,244	832	5,651	5,652
47. Highland Ave/6th St	1,264	1,461	1,583	1,247	777	1,280	1,220	854	4,844	4,842
48. Western Ave/6th St	1,094	1,290	1,335	1,091	1,065	1,183	1,111	1,042	4,606	4,605
49. Vermont Ave/6th St	1,473	1,381	1,515	1,500	1,285	1,262	1,227	1,359	5,501	5,503
50. Alvarado St/6th St	1,046	1,435	1,430	1,060	1,244	812	772	1,186	4,492	4,492
51. San Vicente Blvd/Wilshire Blvd	1,881	1,301	1,455	1,611	1,369	2,038	1,604	1,359	6,310	6,310
52. Fairfax Ave/Wilshire Blvd	1,292	1,591	1,843	1,118	791	1,927	1,621	912	5,547	5,547
53. La Brea Ave/Wilshire Blvd	1,523	1,712	1,750	1,508	1,112	1,704	1,609	1,067	5,995	5,992
54. Highland Ave/Wilshire Blvd	1,110	956	1,273	1,300	1,071	1,701	1,544	1,038	4,998	4,995
55. Crenshaw Blvd/Wilshire Blvd	1,255	852	0	0	1,294	2,029	1,656	1,324	4,206	4,206
56. Western Ave/Wilshire Blvd	1,031	1,176	1,245	998	1,082	1,247	1,185	1,140	4,543	4,561
57. Vermont Ave/Wilshire Blvd	1,582	1,489	1,406	1,408	1,376	1,479	1,419	1,427	5,783	5,803
58. Alvarado St/Wilshire Blvd	1,043	1,299	1,403	1,050	1,354	1,097	991	1,345	4,791	4,792
59. Fairfax Ave/8th St	1,159	1,292	1,180	1,208	12	0	479	329	2,830	2,829
60. La Brea Ave/8th St	1,596	1,724	1,739	1,510	200	376	245	169	3,781	3,780
61. Highland Ave/8th St	1,132	872	981	1,178	97	124	112	151	2,323	2,326
62. Crenshaw Blvd/8th St	1,238	1,066	797	1,203	235	207	581	373	2,850	2,849
63. Western Ave/8th St	1,128	1,331	1,339	1,099	684	598	596	719	3,747	3,747
64. Vermont Ave/8th St	1,637	1,361	1,343	1,559	871	796	685	818	4,536	4,535
65. Alvarado St/8th St	1,066	1,017	1,086	1,082	747	620	630	808	3,529	3,528
66. Fairfax Ave/San Vicente Blvd	1,035	1,221	1,316	1,231	984	1,822	1,880	939	5,215	5,213
67. Fairfax Ave/Olympic Blvd	929	844	1,171	1,038	1,625	2,290	1,890	1,441	5,614	5,613
68. San Vicente Blvd/Olympic Blvd	1,472	1,132	981	1,846	1,457	2,070	2,438	1,301	6,349	6,349
69. La Brea Ave/Olympic Blvd	1,602	1,705	1,848	1,601	1,411	1,940	1,775	1,391	6,636	6,637
70. Highland Ave/Olympic Blvd	822	930	877	880	1,402	1,833	1,879	1,338	4,979	4,981
71. Crenshaw Blvd/Olympic Blvd	1,285	1,133	1,169	1,227	1,467	2,708	2,654	1,502	6,574	6,570
72. Western Ave/Olympic Blvd	1,142	1,141	1,335	1,106	1,884	1,863	1,727	1,979	6,088	6,089
73. Vermont Ave/Olympic Blvd	1,474	1,291	1,337	1,458	1,722	1,706	1,634	1,711	6,167	6,166
74. Alvarado St/Olympic Blvd	959	820	1,167	1,002	1,713	1,388	1,109	1,740	4,950	4,950
75. Comstock Ave/Wilshire Blvd	126	215	246	149	2,153	1,994	2,060	2,228	4,585	4,586

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2012WP Alt 2 PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,533	1,614	806	0	1,237	533	2,183	3,953	3,953
2. S Beverly Glen Blvd/Sunset Blvd	0	1,541	686	1,684	0	2,334	396	1,180	3,911	3,910
3. N Beverly Glen Blvd/Sunset Blvd	634	1,066	2,334	0	1,265	1,229	1,541	0	4,034	4,035
4. Centinela Ave/Wilshire Blvd	0	1,277	268	1,402	0	1,508	139	1,299	2,947	2,946
5. Bundy Dr/Wilshire Blvd	689	1430	1123	1411	877	1609	988	1179	4,653	4,653
6. Barrington Ave/Wilshire Blvd	591	1574	602	1885	603	1901	510	1638	4,652	4,652
7. Federal Ave/Wilshire Blvd	2337	1283	565	1901	1005	2906	601	1574	6,086	6,086
8. Sepulveda Blvd/Wilshire Blvd	616	3004	996	2793	1334	2495	915	2666	7,409	7,410
9. Veteran Ave/Wilshire Blvd	1144	3104	858	3049	1335	2361	577	3881	8,155	8,154
10. Westwood Blvd/Wilshire Blvd	2180	1711	753	1929	1526	1735	1076	2233	6,573	6,570
11. S Beverly Glen Blvd/Wilshire Blvd	682	1445	1225	2194	802	1679	1005	2059	5,546	5,545
12. Santa Monica Blvd/Wilshire Blvd	1460	2141	1742	2139	1885	1718	1820	2058	7,482	7,481
13. Centinela Ave/Santa Monica Blvd	139	830	278	1474	268	1095	311	1048	2,721	2,722
14. Bundy Dr/Santa Monica Blvd	988	1119	1740	1095	1123	1416	1575	830	4,942	4,944
15. Barrington Ave/Santa Monica Blvd	690	1175	757	1861	895	1692	735	1162	4,483	4,484
16. Federal Ave/Santa Monica Blvd	574	1224	361	1692	587	1713	376	1175	3,851	3,851
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	830	2178	0	2542	0	2375	1102	2073	5,550	5,550
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2625	851	2375	2005	1668	0	2178	5,851	5,851
19. Sepulveda Blvd/Santa Monica Blvd	1364	2231	1319	1668	1172	1610	1174	2625	6,582	6,581
20. Veteran Ave/Santa Monica Blvd	665	2155	398	1610	317	1907	374	2231	4,828	4,829
21. Westwood Blvd/Santa Monica Blvd	1629	1945	1403	1729	1165	1889	1694	1958	6,706	6,706
22. Overland Ave/Santa Monica Blvd	0	2525	454	1889	0	2238	686	1945	4,868	4,869
23. S Beverly Glen Blvd/Santa Monica Blvd	874	2289	1315	1795	1081	2031	1059	2102	6,273	6,273
24. Century Park W/Santa Monica Blvd	0	2324	742	1812	0	2070	720	2088	4,878	4,878
25. Ave of the Stars/Santa Monica Blvd	0	2070	1014	2070	0	2007	824	2324	5,154	5,155
26. Century Park E/Santa Monica Blvd	0	2338	178	2860	0	2951	446	1980	5,376	5,377
27. Bundy Dr/Olympic Blvd	1527	1588	1285	1996	1312	1897	1583	1603	6,396	6,395
28. Barrington Ave/Olympic Blvd	848	2038	1318	1897	1078	1695	1740	1588	6,101	6,101
29. Sepulveda Blvd/Olympic Blvd	1174	2847	889	2462	1319	2375	1688	1989	7,372	7,371
30. Veteran Ave/Olympic Blvd	374	3140	254	2375	398	2327	571	2847	6,143	6,143
31. Westwood Blvd/Olympic Blvd	1433	3123	1237	2096	1176	2202	1518	2993	7,889	7,889
32. Overland Ave/Olympic Blvd	686	3600	493	2202	454	2311	1092	3123	6,981	6,980
33. S Beverly Glen Blvd/Olympic Blvd	1485	3317	865	2070	1057	2146	1121	3412	7,737	7,736
34. Century Park W/Olympic Blvd	1178	2442	0	1868	599	2096	0	2794	5,488	5,489
35. Century Park E/Olympic Blvd	1015	2274	670	2786	237	2561	1025	2922	6,745	6,745
36. Sepulveda Blvd/Pico Blvd	1848	1877	1121	1377	1088	1442	1803	1890	6,223	6,223
37. Veteran Ave/Pico Blvd	412	1689	0	1442	54	1612	0	1877	3,543	3,543
38. Westwood Blvd/Pico Blvd	1341	1615	921	1714	1024	1456	1635	1475	5,591	5,590
39. Overland Ave/Pico Blvd	1092	2066	1072	1456	493	1892	1687	1615	5,686	5,687
40. Fairfax Ave/3rd St	1081	1173	1269	1493	1335	1602	1079	1010	5,016	5,026
41. La Brea Ave/3rd St	1703	1205	2265	1191	2053	1254	1838	1218	6,364	6,363
42. Highland Ave/3rd St	1350	1248	1824	1071	1661	1074	1611	1147	5,493	5,493
43. Western Ave/3rd St	1030	1152	1465	1427	1305	1268	1310	1198	5,074	5,081
44. Vermont Ave/3rd St	1539	1640	1915	1303	2181	954	1559	1704	6,397	6,398
45. Fairfax Ave/6th St	1079	506	1349	657	1279	726	1023	563	3,591	3,591
46. La Brea Ave/6th St	1838	796	2098	1151	2265	881	1707	1028	5,883	5,881
47. Highland Ave/6th St	1611	1019	1610	881	1824	1100	1402	796	5,121	5,122
48. Western Ave/6th St	998	1271	1603	1390	1456	1081	1325	1401	5,262	5,263
49. Vermont Ave/6th St	1671	1231	2346	1285	2097	1198	1819	1419	6,533	6,533
50. Alvarado St/6th St	959	1348	1475	948	1241	1151	1111	1227	4,730	4,730
51. San Vicente Blvd/Wilshire Blvd	1637	1516	1103	1955	1242	2127	1540	1304	6,211	6,213
52. Fairfax Ave/Wilshire Blvd	1023	1429	1568	1892	1349	1761	1174	1629	5,912	5,913
53. La Brea Ave/Wilshire Blvd	1707	1278	2451	1591	2098	1710	1966	1255	7,027	7,029
54. Highland Ave/Wilshire Blvd	1402	1377	896	1710	1610	1540	955	1278	5,385	5,383
55. Crenshaw Blvd/Wilshire Blvd	0	2043	1382	1479	0	2295	1284	1325	4,904	4,904
56. Western Ave/Wilshire Blvd	1325	1506	1601	1792	1603	1539	1447	1653	6,224	6,242
57. Vermont Ave/Wilshire Blvd	1819	1655	1731	1677	2346	1606	1578	1373	6,882	6,903
58. Alvarado St/Wilshire Blvd	1111	1352	1572	1249	1475	1045	1297	1468	5,284	5,285
59. Fairfax Ave/8th St	1174	938	947	117	1568	781	828	0	3,176	3,177
60. La Brea Ave/8th St	1966	379	2263	548	2451	405	2090	210	5,156	5,156
61. Highland Ave/8th St	955	576	1035	405	896	804	892	379	2,971	2,971
62. Crenshaw Blvd/8th St	1284	476	1407	263	1382	565	1318	165	3,430	3,430
63. Western Ave/8th St	1413	836	1295	609	1509	704	1179	761	4,153	4,153
64. Vermont Ave/8th St	1429	1300	1464	1212	1486	1170	1437	1312	5,405	5,405
65. Alvarado St/8th St	1140	1001	1435	702	1528	691	1130	929	4,278	4,278
66. Fairfax Ave/San Vicente Blvd	1455	1669	1453	1994	1409	1861	1588	1713	6,571	6,571
67. Fairfax Ave/Olympic Blvd	1588	1875	714	2940	1453	2439	891	2335	7,117	7,118
68. San Vicente Blvd/Olympic Blvd	1861	1937	1610	2439	1669	2539	1764	1875	7,847	7,847
69. La Brea Ave/Olympic Blvd	2090	1647	2249	2381	2263	2113	2157	1834	8,367	8,367
70. Highland Ave/Olympic Blvd	809	1741	851	2113	983	2079	806	1647	5,514	5,515
71. Crenshaw Blvd/Olympic Blvd	1318	1771	1319	2228	1407	2017	1189	2021	6,636	6,634
72. Western Ave/Olympic Blvd	1440	1926	1283	1905	1474	1842	1336	1901	6,554	6,553
73. Vermont Ave/Olympic Blvd	1475	2346	1513	1918	1563	1997	1553	2139	7,252	7,252
74. Alvarado St/Olympic Blvd	1087	1748	1088	1553	1393	1369	883	1832	5,476	5,477
75. Comstock Ave/Wilshire Blvd	409	1671	0	1679	366	1949	0	1445	3,759	3,760

PM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	135	164	75	0	79	3	292
2. S Beverly Glen Blvd/Sunset Blvd	0	251	40	142	0	221	-4	214
3. N Beverly Glen Blvd/Sunset Blvd	57	174	221	0	56	147	251	0
4. Centinela Ave/Wilshire Blvd	0	-38	5	92	0	10	-1	49
5. Bundy Dr/Wilshire Blvd	84	-44	85	1	45	76	55	-49
6. Barrington Ave/Wilshire Blvd	47	-37	64	76	54	103	46	-53
7. Federal Ave/Wilshire Blvd	141	-95	19	103	45	139	21	-37
8. Sepulveda Blvd/Wilshire Blvd	-147	88	32	225	24	131	-48	91
9. Veteran Ave/Wilshire Blvd	-97	238	127	93	-103	147	10	306
10. Westwood Blvd/Wilshire Blvd	62	47	-19	-89	-15	-87	43	57
11. S Beverly Glen Blvd/Wilshire Blvd	58	-34	228	60	53	48	88	122
12. Santa Monica Blvd/Wilshire Blvd	86	115	135	28	146	94	158	-36
13. Centinela Ave/Santa Monica Blvd	-1	111	3	149	5	176	20	63
14. Bundy Dr/Santa Monica Blvd	55	120	203	176	85	188	171	111
15. Barrington Ave/Santa Monica Blvd	30	149	54	192	95	167	4	159
16. Federal Ave/Santa Monica Blvd	29	105	57	167	51	124	34	149
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	98	82	0	197	0	228	70	79
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	191	23	228	277	83	0	82
19. Sepulveda Blvd/Santa Monica Blvd	106	225	154	83	152	127	97	191
20. Veteran Ave/Santa Monica Blvd	66	163	78	127	47	127	37	225
21. Westwood Blvd/Santa Monica Blvd	106	225	124	170	91	206	137	191
22. Overland Ave/Santa Monica Blvd	0	281	94	206	0	257	100	225
23. S Beverly Glen Blvd/Santa Monica Blvd	105	304	151	204	227	249	72	217
24. Century Park W/Santa Monica Blvd	0	337	102	241	0	274	103	303
25. Ave of the Stars/Santa Monica Blvd	0	297	168	274	0	299	104	337
26. Century Park E/Santa Monica Blvd	0	233	21	345	0	281	59	260
27. Bundy Dr/Olympic Blvd	90	162	83	207	89	175	103	174
28. Barrington Ave/Olympic Blvd	53	161	125	175	69	162	121	162
29. Sepulveda Blvd/Olympic Blvd	97	186	94	226	154	217	70	159
30. Veteran Ave/Olympic Blvd	37	272	33	217	78	170	125	186
31. Westwood Blvd/Olympic Blvd	124	309	112	204	115	216	138	280
32. Overland Ave/Olympic Blvd	100	392	99	216	94	249	153	309
33. S Beverly Glen Blvd/Olympic Blvd	103	427	74	243	126	246	87	387
34. Century Park W/Olympic Blvd	114	375	0	223	93	237	0	383
35. Century Park E/Olympic Blvd	103	431	103	310	35	364	134	415
36. Sepulveda Blvd/Pico Blvd	116	247	137	111	105	130	144	231
37. Veteran Ave/Pico Blvd	80	203	0	130	21	147	0	247
38. Westwood Blvd/Pico Blvd	99	217	140	154	141	119	160	188
39. Overland Ave/Pico Blvd	153	280	112	119	99	185	164	217
40. Fairfax Ave/3rd St	84	104	89	157	103	152	57	131
41. La Brea Ave/3rd St	141	114	255	110	254	140	112	112
42. Highland Ave/3rd St	123	135	50	124	47	111	134	140
43. Western Ave/3rd St	129	125	144	166	132	137	158	143
44. Vermont Ave/3rd St	138	141	203	101	217	73	133	161
45. Fairfax Ave/6th St	57	81	114	67	99	100	64	56
46. La Brea Ave/6th St	112	93	211	119	255	86	53	139
47. Highland Ave/6th St	134	105	54	86	50	130	107	93
48. Western Ave/6th St	112	188	146	148	151	130	97	217
49. Vermont Ave/6th St	133	145	138	112	211	156	15	145
50. Alvarado St/6th St	104	132	189	68	115	112	146	121
51. San Vicente Blvd/Wilshire Blvd	52	108	190	69	108	-16	185	145
52. Fairfax Ave/Wilshire Blvd	64	61	230	-170	114	-47	64	55
53. La Brea Ave/Wilshire Blvd	53	5	138	-27	211	-135	140	-45
54. Highland Ave/Wilshire Blvd	107	-77	102	-135	54	-135	72	5
55. Crenshaw Blvd/Wilshire Blvd	0	-56	93	-152	0	-128	37	-24
56. Western Ave/Wilshire Blvd	97	-56	134	-49	146	-123	167	-46
57. Vermont Ave/Wilshire Blvd	15	-94	337	-89	138	-40	146	-54
58. Alvarado St/Wilshire Blvd	146	134	175	102	189	78	166	124
59. Fairfax Ave/8th St	64	91	235	28	230	91	97	0
60. La Brea Ave/8th St	140	49	170	52	138	59	136	78
61. Highland Ave/8th St	72	145	80	59	102	134	71	49
62. Crenshaw Blvd/8th St	37	84	111	20	93	62	104	-7
63. Western Ave/8th St	162	78	144	54	123	62	148	106
64. Vermont Ave/8th St	122	173	151	146	164	122	117	190
65. Alvarado St/8th St	123	144	120	77	138	100	108	119
66. Fairfax Ave/San Vicente Blvd	127	198	198	147	255	95	199	122
67. Fairfax Ave/Olympic Blvd	199	187	44	441	198	337	47	289
68. San Vicente Blvd/Olympic Blvd	95	165	220	337	198	253	179	187
69. La Brea Ave/Olympic Blvd	136	211	152	200	170	184	144	201
70. Highland Ave/Olympic Blvd	61	204	58	184	74	177	46	211
71. Crenshaw Blvd/Olympic Blvd	104	229	120	193	111	206	91	236
72. Western Ave/Olympic Blvd	129	239	110	192	126	221	121	202
73. Vermont Ave/Olympic Blvd	102	279	115	207	121	226	109	246
74. Alvarado St/Olympic Blvd	109	229	97	175	151	147	87	226
75. Comstock Ave/Wilshire Blvd	-40	-111	0	48	-2	-65	0	-34

PM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	135	164	75	0	79	3	292
2. S Beverly Glen Blvd/Sunset Blvd	0	251	40	142	0	221	-4	214
3. N Beverly Glen Blvd/Sunset Blvd	57	174	221	0	56	147	251	0
4. Centinela Ave/Wilshire Blvd	0	-38	5	92	0	10	-1	49
5. Bundy Dr/Wilshire Blvd	84	-44	85	1	45	76	55	-49
6. Barrington Ave/Wilshire Blvd	47	-37	64	76	54	103	46	-53
7. Federal Ave/Wilshire Blvd	141	-95	19	103	45	139	21	-37
8. Sepulveda Blvd/Wilshire Blvd	-147	88	32	225	24	131	-48	91
9. Veteran Ave/Wilshire Blvd	-97	238	127	93	-103	147	10	306
10. Westwood Blvd/Wilshire Blvd	62	47	-19	-89	-15	-87	43	57
11. S Beverly Glen Blvd/Wilshire Blvd	58	-34	228	60	53	48	88	122
12. Santa Monica Blvd/Wilshire Blvd	86	115	135	28	146	94	158	-36
13. Centinela Ave/Santa Monica Blvd	-1	111	3	149	5	176	20	63
14. Bundy Dr/Santa Monica Blvd	55	120	203	176	85	188	171	111
15. Barrington Ave/Santa Monica Blvd	30	149	54	192	95	167	4	159
16. Federal Ave/Santa Monica Blvd	29	105	57	167	51	124	34	149
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	98	82	0	197	0	228	70	79
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	191	23	228	277	83	0	82
19. Sepulveda Blvd/Santa Monica Blvd	106	225	154	83	152	127	97	191
20. Veteran Ave/Santa Monica Blvd	66	163	78	127	47	127	37	225
21. Westwood Blvd/Santa Monica Blvd	106	225	124	170	91	206	137	191
22. Overland Ave/Santa Monica Blvd	0	281	94	206	0	257	100	225
23. S Beverly Glen Blvd/Santa Monica Blvd	105	304	151	204	227	249	72	217
24. Century Park W/Santa Monica Blvd	0	337	102	241	0	274	103	303
25. Ave of the Stars/Santa Monica Blvd	0	297	168	274	0	299	104	337
26. Century Park E/Santa Monica Blvd	0	233	21	345	0	281	59	260
27. Bundy Dr/Olympic Blvd	90	162	83	207	89	175	103	174
28. Barrington Ave/Olympic Blvd	53	161	125	175	69	162	121	162
29. Sepulveda Blvd/Olympic Blvd	97	186	94	226	154	217	70	159
30. Veteran Ave/Olympic Blvd	37	272	33	217	78	170	125	186
31. Westwood Blvd/Olympic Blvd	124	309	112	204	115	216	138	280
32. Overland Ave/Olympic Blvd	100	392	99	216	94	249	153	309
33. S Beverly Glen Blvd/Olympic Blvd	103	427	74	243	126	246	87	387
34. Century Park W/Olympic Blvd	114	375	0	223	93	237	0	383
35. Century Park E/Olympic Blvd	103	431	103	310	35	364	134	415
36. Sepulveda Blvd/Pico Blvd	116	247	137	111	105	130	144	231
37. Veteran Ave/Pico Blvd	80	203	0	130	21	147	0	247
38. Westwood Blvd/Pico Blvd	99	217	140	154	141	119	160	188
39. Overland Ave/Pico Blvd	153	280	112	119	99	185	164	217
40. Fairfax Ave/3rd St	84	104	89	157	103	152	57	131
41. La Brea Ave/3rd St	141	114	255	110	254	140	112	112
42. Highland Ave/3rd St	123	135	50	124	47	111	134	140
43. Western Ave/3rd St	129	125	144	166	132	137	158	143
44. Vermont Ave/3rd St	138	141	203	101	217	73	133	161
45. Fairfax Ave/6th St	57	81	114	67	99	100	64	56
46. La Brea Ave/6th St	112	93	211	119	255	86	53	139
47. Highland Ave/6th St	134	105	54	86	50	130	107	93
48. Western Ave/6th St	112	188	146	148	151	130	97	217
49. Vermont Ave/6th St	133	145	138	112	211	156	15	145
50. Alvarado St/6th St	104	132	189	68	115	112	146	121
51. San Vicente Blvd/Wilshire Blvd	52	108	190	69	108	-16	185	145
52. Fairfax Ave/Wilshire Blvd	64	61	230	-170	114	-47	64	55
53. La Brea Ave/Wilshire Blvd	53	5	138	-27	211	-135	140	-45
54. Highland Ave/Wilshire Blvd	107	-77	102	-135	54	-135	72	5
55. Crenshaw Blvd/Wilshire Blvd	0	-56	93	-152	0	-128	37	-24
56. Western Ave/Wilshire Blvd	97	-56	134	-49	146	-123	167	-46
57. Vermont Ave/Wilshire Blvd	15	-94	337	-89	138	-40	146	-54
58. Alvarado St/Wilshire Blvd	146	134	175	102	189	78	166	124
59. Fairfax Ave/8th St	64	91	235	28	230	91	97	0
60. La Brea Ave/8th St	140	49	170	52	138	59	136	78
61. Highland Ave/8th St	72	145	80	59	102	134	71	49
62. Crenshaw Blvd/8th St	37	84	111	20	93	62	104	-7
63. Western Ave/8th St	162	78	144	54	123	62	148	106
64. Vermont Ave/8th St	122	173	151	146	164	122	117	190
65. Alvarado St/8th St	123	144	120	77	138	100	108	119
66. Fairfax Ave/San Vicente Blvd	127	198	198	147	255	95	199	122
67. Fairfax Ave/Olympic Blvd	199	187	44	441	198	337	47	289
68. San Vicente Blvd/Olympic Blvd	95	165	220	337	198	253	179	187
69. La Brea Ave/Olympic Blvd	136	211	152	200	170	184	144	201
70. Highland Ave/Olympic Blvd	61	204	58	184	74	177	46	211
71. Crenshaw Blvd/Olympic Blvd	104	229	120	193	111	206	91	236
72. Western Ave/Olympic Blvd	129	239	110	192	126	221	121	202
73. Vermont Ave/Olympic Blvd	102	279	115	207	121	226	109	246
74. Alvarado St/Olympic Blvd	109	229	97	175	151	147	87	226
75. Comstock Ave/Wilshire Blvd	-40	-111	0	48	-2	-65	0	-34

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2012 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,185	958	1,379	0	1,656	422	2,444
2. S Beverly Glen Blvd/Sunset Blvd	180	1,700	762	1,691	147	2,241	461	1,482
3. N Beverly Glen Blvd/Sunset Blvd	552	1,331	221	2,017	1,091	1,339	251	1,442
4. Centinela Ave/Wilshire Blvd	45	1,526	152	1,314	99	1,224	36	1,677
5. Bundy Dr/Wilshire Blvd	690	1,558	1,255	1,284	1,180	1,331	682	1,596
6. Barrington Ave/Wilshire Blvd	522	1,758	413	1,440	393	1,454	565	1,720
7. Federal Ave/Wilshire Blvd	1,231	2,621	757	1,466	1,416	2,556	345	1,758
8. Sepulveda Blvd/Wilshire Blvd	533	2,857	979	2,262	897	2,358	724	2,652
9. Veteran Ave/Wilshire Blvd	1,047	3,121	1,294	2,684	891	2,626	551	4,077
10. Westwood Blvd/Wilshire Blvd	1,074	1,867	792	2,064	780	1,961	1,056	1,997
11. S Beverly Glen Blvd/Wilshire Blvd	671	1,594	1,047	2,246	796	1,978	1,018	1,765
12. Santa Monica Blvd/Wilshire Blvd	1,498	2,171	1,063	2,286	1,543	1,881	1,454	2,139
13. Centinela Ave/Santa Monica Blvd	431	994	460	1,202	390	1,288	469	943
14. Bundy Dr/Santa Monica Blvd	845	890	1,444	1,295	1,253	1,274	1,004	944
15. Barrington Ave/Santa Monica Blvd	688	1,202	725	1,338	741	1,263	781	1,169
16. Federal Ave/Santa Monica Blvd	556	1,194	308	1,288	401	1,241	520	1,182
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,291	1,978	0	1,758	0	2,045	1,438	1,545
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,572	2,257	2,226	2,082	2,165	0	1,808
19. Sepulveda Blvd/Santa Monica Blvd	964	1,625	1,263	1,717	1,119	1,695	1,138	1,615
20. Veteran Ave/Santa Monica Blvd	653	1,986	424	2,056	493	1,973	640	2,016
21. Westwood Blvd/Santa Monica Blvd	1,556	1,993	1,369	2,264	1,690	2,212	1,695	1,584
22. Overland Ave/Santa Monica Blvd	86	2,421	438	1,872	0	2,095	561	2,162
23. S Beverly Glen Blvd/Santa Monica Blvd	1,475	2,489	872	1,759	1,275	1,864	1,396	2,060
24. Century Park W/Santa Monica Blvd	0	2,195	754	1,850	0	1,965	352	2,482
25. Ave of the Stars/Santa Monica Blvd	0	1,812	1,401	1,976	12	2,301	681	2,195
26. Century Park E/Santa Monica Blvd	0	1,769	1,170	2,356	0	2,789	718	1,790
27. Bundy Dr/Olympic Blvd	974	1,910	1,819	2,206	1,925	1,905	1,380	1,697
28. Barrington Ave/Olympic Blvd	1,666	1,912	1,332	2,043	1,325	1,879	1,971	1,778
29. Sepulveda Blvd/Olympic Blvd	941	3,082	1,466	2,090	1,582	2,018	1,067	2,908
30. Veteran Ave/Olympic Blvd	526	3,027	257	1,890	347	1,900	524	2,928
31. Westwood Blvd/Olympic Blvd	1,644	3,162	1,136	1,915	1,241	2,090	1,458	3,068
32. Overland Ave/Olympic Blvd	537	3,447	647	2,139	478	2,238	866	3,187
33. S Beverly Glen Blvd/Olympic Blvd	1,400	3,123	623	2,167	841	2,221	1,155	3,096
34. Century Park W/Olympic Blvd	864	2,415	0	2,152	287	2,137	0	3,008
35. Century Park E/Olympic Blvd	891	2,911	827	2,908	958	2,753	986	2,841
36. Sepulveda Blvd/Pico Blvd	1,235	2,130	1,525	1,699	1,344	1,674	1,519	2,050
37. Veteran Ave/Pico Blvd	531	2,091	0	1,708	227	1,795	0	2,310
38. Westwood Blvd/Pico Blvd	1,248	2,487	894	1,781	1,143	1,681	1,455	2,130
39. Overland Ave/Pico Blvd	927	2,673	1,604	1,714	582	1,850	1,995	2,492
40. Fairfax Ave/3rd St	1,428	1,115	1,202	1,471	1,443	1,519	1,278	985
41. La Brea Ave/3rd St	1,822	1,208	1,924	840	1,865	935	1,798	1,193
42. Highland Ave/3rd St	1,637	1,217	1,214	935	1,345	832	1,616	1,210
43. Western Ave/3rd St	1,377	1,331	1,254	1,407	1,298	1,312	1,393	1,372
44. Vermont Ave/3rd St	1,656	1,344	1,683	1,390	1,900	1,272	1,463	1,440
45. Fairfax Ave/6th St	1,173	609	1,013	489	1,032	595	1,228	429
46. La Brea Ave/6th St	1,803	948	1,895	1,221	1,939	1,209	1,669	1,048
47. Highland Ave/6th St	1,571	929	1,327	1,208	1,309	1,303	1,476	949
48. Western Ave/6th St	1,404	1,337	1,289	1,210	1,321	1,217	1,361	1,343
49. Vermont Ave/6th St	1,338	1,498	1,699	1,304	1,743	440	2,231	1,424
50. Alvarado St/6th St	1,105	1,233	1,346	1,144	1,385	1,073	1,171	1,200
51. San Vicente Blvd/Wilshire Blvd	2,084	1,491	1,132	1,950	1,114	1,750	2,163	1,632
52. Fairfax Ave/Wilshire Blvd	1,749	1,138	1,396	2,070	1,526	1,932	1,732	1,164
53. La Brea Ave/Wilshire Blvd	1,600	1,260	1,652	1,585	1,880	1,300	1,753	1,166
54. Highland Ave/Wilshire Blvd	1,345	1,237	1,056	1,348	1,303	1,266	977	1,438
55. Crenshaw Blvd/Wilshire Blvd	0	1,291	1,206	1,525	0	1,642	797	1,583
56. Western Ave/Wilshire Blvd	1,110	1,418	1,541	822	1,512	850	1,224	1,324
57. Vermont Ave/Wilshire Blvd	1,242	1,393	1,731	1,364	1,559	1,311	1,458	1,422
58. Alvarado St/Wilshire Blvd	1,191	1,343	1,278	1,148	1,370	1,084	1,234	1,271
59. Fairfax Ave/8th St	1,199	355	1,156	115	1,195	433	1,196	0
60. La Brea Ave/8th St	1,754	215	1,640	466	1,627	314	1,835	300
61. Highland Ave/8th St	993	173	1,022	102	1,073	198	916	102
62. Crenshaw Blvd/8th St	741	404	1,376	351	1,223	399	1,116	134
63. Western Ave/8th St	1,501	814	1,181	608	1,174	695	1,466	770
64. Vermont Ave/8th St	1,525	1,371	1,570	1,007	1,573	981	1,452	1,468
65. Alvarado St/8th St	1,127	1,002	1,121	749	1,138	784	1,104	974
66. Fairfax Ave/San Vicente Blvd	1,273	1,020	990	1,197	1,183	1,179	1,243	874
67. Fairfax Ave/Olympic Blvd	1,251	1,335	728	2,367	955	2,133	997	1,596
68. San Vicente Blvd/Olympic Blvd	1,127	1,465	916	2,105	1,038	1,736	1,491	1,349
69. La Brea Ave/Olympic Blvd	1,992	1,389	1,708	1,955	1,879	1,938	1,852	1,375
70. Highland Ave/Olympic Blvd	971	1,451	795	2,002	1,045	1,918	906	1,352
71. Crenshaw Blvd/Olympic Blvd	1,171	1,636	1,429	2,053	1,366	2,127	1,194	1,599
72. Western Ave/Olympic Blvd	1,497	1,706	1,140	1,952	1,189	2,079	1,357	1,670
73. Vermont Ave/Olympic Blvd	1,394	1,714	1,537	1,966	1,591	1,942	1,310	1,768
74. Alvarado St/Olympic Blvd	1,155	1,824	1,050	1,597	1,196	1,535	962	1,934
75. Comstock Ave/Wilshire Blvd	108	1,949	281	2,059	370	2,009	121	1,899

2012WP Alt 2 PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	958	422	0	0	1,379	2,444	2,185	1,656	4,522	4,522
2. S Beverly Glen Blvd/Sunset Blvd	762	461	180	147	1,691	1,482	1,700	2,241	4,333	4,331
3. N Beverly Glen Blvd/Sunset Blvd	221	251	552	1,091	2,017	1,442	1,331	1,339	4,121	4,123
4. Centinela Ave/Wilshire Blvd	152	36	45	99	1,314	1,677	1,526	1,224	3,037	3,036
5. Bundy Dr/Wilshire Blvd	1,255	682	690	1,180	1,284	1,596	1,558	1,331	4,787	4,788
6. Barrington Ave/Wilshire Blvd	413	565	522	393	1,440	1,720	1,758	1,454	4,132	4,132
7. Federal Ave/Wilshire Blvd	757	345	1,231	1,416	1,466	1,758	2,621	2,556	6,075	6,075
8. Sepulveda Blvd/Wilshire Blvd	979	724	533	897	2,262	2,652	2,857	2,358	6,631	6,631
9. Veteran Ave/Wilshire Blvd	1,294	551	1,047	891	2,684	4,077	3,121	2,626	8,146	8,145
10. Westwood Blvd/Wilshire Blvd	792	1,056	1,074	780	2,064	1,997	1,867	1,961	5,797	5,794
11. S Beverly Glen Blvd/Wilshire Blvd	1,047	1,018	671	796	2,246	1,765	1,594	1,978	5,558	5,557
12. Santa Monica Blvd/Wilshire Blvd	1,063	1,454	1,498	1,543	2,286	2,139	2,171	1,881	7,018	7,016
13. Centinela Ave/Santa Monica Blvd	460	469	431	390	1,202	943	994	1,288	3,088	3,090
14. Bundy Dr/Santa Monica Blvd	1,444	1,004	845	1,253	1,295	944	890	1,274	4,474	4,475
15. Barrington Ave/Santa Monica Blvd	725	781	688	741	1,338	1,169	1,202	1,263	3,953	3,953
16. Federal Ave/Santa Monica Blvd	308	520	556	401	1,288	1,182	1,194	1,241	3,345	3,345
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,438	1,291	0	1,758	1,545	1,978	2,045	5,028	5,028
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,257	0	0	2,082	2,226	1,808	1,572	2,165	6,055	6,055
19. Sepulveda Blvd/Santa Monica Blvd	1,263	1,138	964	1,119	1,717	1,615	1,625	1,695	5,568	5,567
20. Veteran Ave/Santa Monica Blvd	424	640	653	493	2,056	2,016	1,986	1,973	5,120	5,122
21. Westwood Blvd/Santa Monica Blvd	1,369	1,695	1,556	1,690	2,264	1,584	1,993	2,212	7,181	7,181
22. Overland Ave/Santa Monica Blvd	438	561	86	0	1,872	2,162	2,421	2,095	4,817	4,818
23. S Beverly Glen Blvd/Santa Monica Blvd	872	1,396	1,475	1,275	1,759	2,060	2,489	1,864	6,595	6,596
24. Century Park W/Santa Monica Blvd	754	352	0	0	1,850	2,482	2,195	1,965	4,799	4,799
25. Ave of the Stars/Santa Monica Blvd	1,401	681	0	12	1,976	2,195	1,812	2,301	5,189	5,190
26. Century Park E/Santa Monica Blvd	1,170	718	0	0	2,356	1,790	1,769	2,789	5,295	5,296
27. Bundy Dr/Olympic Blvd	1,819	1,380	974	1,925	2,206	1,697	1,910	1,905	6,908	6,907
28. Barrington Ave/Olympic Blvd	1,332	1,971	1,666	1,325	2,043	1,778	1,912	1,879	6,954	6,954
29. Sepulveda Blvd/Olympic Blvd	1,466	1,067	941	1,582	2,090	2,908	3,082	2,018	7,578	7,575
30. Veteran Ave/Olympic Blvd	257	524	526	347	1,890	2,928	3,027	1,900	5,699	5,699
31. Westwood Blvd/Olympic Blvd	1,136	1,458	1,644	1,241	1,915	3,068	3,162	2,090	7,858	7,858
32. Overland Ave/Olympic Blvd	647	866	537	478	2,139	3,187	3,447	2,238	6,771	6,769
33. S Beverly Glen Blvd/Olympic Blvd	623	1,155	1,400	841	2,167	3,096	3,123	2,221	7,314	7,313
34. Century Park W/Olympic Blvd	0	0	864	287	2,152	3,008	2,415	2,137	5,431	5,432
35. Century Park E/Olympic Blvd	827	986	891	958	2,908	2,841	2,911	2,753	7,537	7,538
36. Sepulveda Blvd/Pico Blvd	1,525	1,519	1,235	1,344	1,699	2,050	2,130	1,674	6,588	6,587
37. Veteran Ave/Pico Blvd	0	0	531	227	1,708	2,310	2,091	1,795	4,329	4,331
38. Westwood Blvd/Pico Blvd	894	1,455	1,248	1,143	1,781	2,130	2,487	1,681	6,411	6,409
39. Overland Ave/Pico Blvd	1,604	1,995	927	582	1,714	2,492	2,673	1,850	6,918	6,919
40. Fairfax Ave/3rd St	1,202	1,278	1,428	1,443	1,471	985	1,115	1,519	5,217	5,226
41. La Brea Ave/3rd St	1,924	1,798	1,822	1,865	840	1,193	1,208	935	5,793	5,791
42. Highland Ave/3rd St	1,214	1,616	1,637	1,345	935	1,210	1,217	832	5,004	5,004
43. Western Ave/3rd St	1,254	1,393	1,377	1,298	1,407	1,372	1,331	1,312	5,369	5,375
44. Vermont Ave/3rd St	1,683	1,463	1,656	1,900	1,390	1,440	1,344	1,272	6,074	6,075
45. Fairfax Ave/6th St	1,013	1,228	1,173	1,032	489	429	609	595	3,284	3,284
46. La Brea Ave/6th St	1,895	1,669	1,803	1,939	1,221	1,048	948	1,209	5,867	5,865
47. Highland Ave/6th St	1,327	1,476	1,571	1,309	1,208	949	929	1,303	5,036	5,037
48. Western Ave/6th St	1,289	1,361	1,404	1,321	1,210	1,343	1,337	1,217	5,241	5,242
49. Vermont Ave/6th St	1,699	2,231	1,338	1,743	1,304	1,424	1,498	440	5,840	5,839
50. Alvarado St/6th St	1,346	1,171	1,105	1,385	1,144	1,200	1,233	1,073	4,828	4,829
51. San Vicente Blvd/Wilshire Blvd	1,132	2,163	2,084	1,114	1,950	1,632	1,491	1,750	6,656	6,659
52. Fairfax Ave/Wilshire Blvd	1,396	1,732	1,749	1,526	2,070	1,164	1,138	1,932	6,354	6,355
53. La Brea Ave/Wilshire Blvd	1,652	1,753	1,600	1,880	1,585	1,166	1,260	1,300	6,097	6,099
54. Highland Ave/Wilshire Blvd	1,056	977	1,345	1,303	1,348	1,438	1,237	1,266	4,985	4,984
55. Crenshaw Blvd/Wilshire Blvd	1,206	797	0	0	1,525	1,583	1,291	1,642	4,023	4,023
56. Western Ave/Wilshire Blvd	1,541	1,224	1,110	1,512	822	1,324	1,418	850	4,891	4,909
57. Vermont Ave/Wilshire Blvd	1,731	1,458	1,242	1,559	1,364	1,422	1,393	1,311	5,729	5,750
58. Alvarado St/Wilshire Blvd	1,278	1,234	1,191	1,370	1,148	1,271	1,343	1,084	4,959	4,959
59. Fairfax Ave/8th St	1,156	1,196	1,199	1,195	115	0	355	433	2,824	2,824
60. La Brea Ave/8th St	1,640	1,835	1,754	1,627	466	300	215	314	4,075	4,075
61. Highland Ave/8th St	1,022	916	993	1,073	102	102	173	198	2,290	2,290
62. Crenshaw Blvd/8th St	1,376	1,116	741	1,223	351	134	404	399	2,873	2,873
63. Western Ave/8th St	1,181	1,466	1,501	1,174	608	770	814	695	4,104	4,105
64. Vermont Ave/8th St	1,570	1,452	1,525	1,573	1,007	1,468	1,371	981	5,473	5,474
65. Alvarado St/8th St	1,121	1,104	1,127	1,138	749	974	1,002	784	4,001	4,002
66. Fairfax Ave/San Vicente Blvd	990	1,243	1,273	1,183	1,197	874	1,020	1,179	4,479	4,480
67. Fairfax Ave/Olympic Blvd	728	997	1,251	955	2,367	1,596	1,335	2,133	5,681	5,681
68. San Vicente Blvd/Olympic Blvd	916	1,491	1,127	1,038	2,105	1,349	1,465	1,736	5,613	5,613
69. La Brea Ave/Olympic Blvd	1,708	1,852	1,992	1,879	1,955	1,375	1,389	1,938	7,044	7,044
70. Highland Ave/Olympic Blvd	795	906	971	1,045	2,002	1,352	1,451	1,918	5,219	5,220
71. Crenshaw Blvd/Olympic Blvd	1,429	1,194	1,171	1,366	2,053	1,599	1,636	2,127	6,289	6,287
72. Western Ave/Olympic Blvd	1,140	1,357	1,497	1,189	1,952	1,670	1,706	2,079	6,295	6,295
73. Vermont Ave/Olympic Blvd	1,537	1,310	1,394	1,591	1,966	1,768	1,714	1,942	6,611	6,610
74. Alvarado St/Olympic Blvd	1,050	962	1,155	1,196	1,597	1,934	1,824	1,535	5,626	5,627
75. Comstock Ave/Wilshire Blvd	281	121	108	370	2,059	1,899	1,949	2,009	4,397	4,399

YEAR 2012 WITH PROJECT ALTERNATIVE A-2 CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2012WP Alt 3 AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,413	985	1,763	0	1,364	1,550	1,248	4,161	4,162
2. S Beverly Glen Blvd/Sunset Blvd	0	2,650	234	749	0	871	744	2,019	3,633	3,634
3. N Beverly Glen Blvd/Sunset Blvd	1,248	1,498	876	0	295	687	2,640	0	3,622	3,622
4. Centinela Ave/Wilshire Blvd	0	1,356	142	1,095	0	1,163	200	1,231	2,593	2,594
5. Bundy Dr/Wilshire Blvd	778	1480	1018	1066	799	1218	1053	1272	4,342	4,342
6. Barrington Ave/Wilshire Blvd	667	1,616	575	1,463	531	1,558	515	1,718	4,321	4,322
7. Federal Ave/Wilshire Blvd	2,133	1,496	550	1,558	1,102	2,461	557	1,616	5,737	5,736
8. Sepulveda Blvd/Wilshire Blvd	1,327	2,253	677	2,608	399	2,777	1,235	2,453	6,865	6,864
9. Veteran Ave/Wilshire Blvd	1,431	1,791	592	4,015	1,182	3,339	937	2,370	7,829	7,828
10. Westwood Blvd/Wilshire Blvd	1,103	1,872	947	2,470	2,364	1,763	714	1,548	6,392	6,389
11. S Beverly Glen Blvd/Wilshire Blvd	711	2,168	829	2,025	689	1,532	1,061	2,451	5,733	5,733
12. Santa Monica Blvd/Wilshire Blvd	1,731	2,053	1,399	2,089	1,458	1,464	1,951	2,399	7,272	7,272
13. Centinela Ave/Santa Monica Blvd	200	958	362	987	142	795	266	1,303	2,507	2,506
14. Bundy Dr/Santa Monica Blvd	1,053	1,310	1,565	795	1,018	1,087	1,663	958	4,723	4,726
15. Barrington Ave/Santa Monica Blvd	731	1,480	674	1,254	786	1,143	800	1,409	4,139	4,138
16. Federal Ave/Santa Monica Blvd	577	1,470	345	1,143	469	1,304	283	1,480	3,535	3,536
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,121	1,884	0	2,053	0	2,191	441	2,426	5,058	5,058
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,820	1,123	2,191	1,283	1,967	0	1,884	5,134	5,134
19. Sepulveda Blvd/Santa Monica Blvd	1,345	1,705	1,195	1,967	1,145	2,065	1,183	1,820	6,212	6,213
20. Veteran Ave/Santa Monica Blvd	237	1,961	559	2,065	848	2,039	230	1,705	4,822	4,822
21. Westwood Blvd/Santa Monica Blvd	1,086	1,790	1,698	2,035	1,608	1,946	1,263	1,791	6,609	6,608
22. Overland Ave/Santa Monica Blvd	0	2,178	553	1,946	0	2,470	417	1,790	4,677	4,677
23. S Beverly Glen Blvd/Santa Monica Blvd	946	2,023	906	2,102	730	2,231	1,225	1,791	5,977	5,977
24. Century Park W/Santa Monica Blvd	0	1,839	724	2,028	0	2,200	665	1,726	4,591	4,591
25. Ave of the Stars/Santa Monica Blvd	0	1,535	805	2,200	0	1,881	820	1,839	4,540	4,540
26. Century Park E/Santa Monica Blvd	0	2,622	325	1,749	0	1,981	285	2,430	4,696	4,696
27. Bundy Dr/Olympic Blvd	1,231	1,729	1,644	1,380	1,504	1,334	1,236	1,909	5,984	5,983
28. Barrington Ave/Olympic Blvd	804	1,882	1,730	1,334	1,224	1,662	1,136	1,729	5,750	5,751
29. Sepulveda Blvd/Olympic Blvd	1,183	2,125	1,264	2,419	1,195	2,438	1,138	2,220	6,991	6,991
30. Veteran Ave/Olympic Blvd	230	2,237	385	2,438	559	2,296	310	2,125	5,290	5,290
31. Westwood Blvd/Olympic Blvd	1,085	2,055	1,428	2,301	1,532	2,165	1,201	1,971	6,869	6,869
32. Overland Ave/Olympic Blvd	417	2,148	712	2,165	553	2,339	495	2,055	5,442	5,442
33. S Beverly Glen Blvd/Olympic Blvd	835	2,030	1,502	2,200	1,548	2,482	692	1,845	6,567	6,567
34. Century Park W/Olympic Blvd	362	2,312	0	2,070	1,118	1,870	0	1,756	4,744	4,744
35. Century Park E/Olympic Blvd	121	2,879	1,217	2,201	1,110	1,700	483	3,125	6,418	6,418
36. Sepulveda Blvd/Pico Blvd	1,363	1,523	1,688	1,141	1,518	1,738	1,097	1,362	5,715	5,715
37. Veteran Ave/Pico Blvd	85	1,572	0	1,738	131	1,741	0	1,523	3,395	3,395
38. Westwood Blvd/Pico Blvd	917	1,891	1,631	1,540	1,414	2,060	771	1,733	5,979	5,978
39. Overland Ave/Pico Blvd	495	2,237	1,665	2,060	712	2,705	1,150	1,891	6,457	6,458
40. Fairfax Ave/3rd St	1,329	1,620	973	761	979	1,010	1,190	1,514	4,683	4,693
41. La Brea Ave/3rd St	1,897	1,325	1,717	1,108	1,576	1,106	2,153	1,213	6,047	6,048
42. Highland Ave/3rd St	1,585	1,206	1,551	1,025	1,326	1,076	1,807	1,158	5,367	5,367
43. Western Ave/3rd St	1,241	1,297	1,177	1,133	927	1,104	1,414	1,409	4,848	4,854
44. Vermont Ave/3rd St	2,063	1,344	1,395	1,723	1,416	1,882	1,929	1,299	6,525	6,526
45. Fairfax Ave/6th St	1,190	865	826	496	984	333	1,391	669	3,377	3,377
46. La Brea Ave/6th St	2,153	1,031	1,591	765	1,717	657	1,890	1,276	5,540	5,540
47. Highland Ave/6th St	1,807	1,075	1,423	657	1,551	894	1,486	1,031	4,962	4,962
48. Western Ave/6th St	1,429	1,091	1,135	1,281	819	1,162	1,591	1,364	4,936	4,936
49. Vermont Ave/6th St	2,104	1,003	1,775	1,206	1,456	1,146	2,223	1,264	6,088	6,089
50. Alvarado St/6th St	1,256	962	1,015	1,286	814	1,334	1,527	845	4,519	4,520
51. San Vicente Blvd/Wilshire Blvd	1,014	2,079	1,623	900	1,307	1,199	798	2,313	5,616	5,617
52. Fairfax Ave/Wilshire Blvd	1,391	1,796	1,072	1,283	826	1,194	1,521	2,001	5,542	5,542
53. La Brea Ave/Wilshire Blvd	1,890	1,614	1,879	1,142	1,591	1,253	2,095	1,586	6,525	6,525
54. Highland Ave/Wilshire Blvd	1,486	1,600	892	1,253	1,423	1,249	946	1,614	5,231	5,232
55. Crenshaw Blvd/Wilshire Blvd	0	2,294	1,260	1,227	0	1,955	1,321	1,505	4,781	4,781
56. Western Ave/Wilshire Blvd	1,591	1,471	1,254	1,603	1,135	1,504	1,577	1,720	5,919	5,936
57. Vermont Ave/Wilshire Blvd	2,223	1,409	1,469	1,445	1,775	1,513	1,759	1,520	6,546	6,567
58. Alvarado St/Wilshire Blvd	1,527	860	1,167	1,479	1,015	1,398	1,596	1,025	5,033	5,034
59. Fairfax Ave/8th St	1,521	597	753	59	1,072	920	938	0	2,930	2,930
60. La Brea Ave/8th St	2,095	521	1,895	110	1,879	150	2,014	579	4,621	4,622
61. Highland Ave/8th St	946	793	1,024	150	892	608	891	521	2,913	2,912
62. Crenshaw Blvd/8th St	1,321	554	1,229	146	1,260	388	1,384	219	3,250	3,251
63. Western Ave/8th St	1,495	767	1,100	592	1,245	744	1,262	704	3,954	3,955
64. Vermont Ave/8th St	1,474	1,029	1,363	1,351	1,386	1,266	1,532	1,033	5,217	5,217
65. Alvarado St/8th St	1,436	575	1,029	901	1,076	969	1,369	527	3,941	3,941
66. Fairfax Ave/San Vicente Blvd	1,297	2,053	1,465	1,286	1,487	1,256	1,327	2,030	6,101	6,100
67. Fairfax Ave/Olympic Blvd	1,327	2,406	735	2,212	1,465	1,745	758	2,713	6,680	6,681
68. San Vicente Blvd/Olympic Blvd	1,256	2,645	1,814	1,745	2,053	1,683	1,318	2,406	7,460	7,460
69. La Brea Ave/Olympic Blvd	2,014	1,956	2,134	1,733	1,895	1,706	1,891	2,345	7,837	7,837
70. Highland Ave/Olympic Blvd	843	1,971	871	1,706	953	1,698	786	1,956	5,391	5,393
71. Crenshaw Blvd/Olympic Blvd	1,384	1,947	1,143	1,957	1,229	1,767	1,231	2,201	6,431	6,428
72. Western Ave/Olympic Blvd	1,508	1,851	1,144	1,777	1,242	1,745	1,333	1,959	6,280	6,279
73. Vermont Ave/Olympic Blvd	1,544	2,015	1,474	2,018	1,481	2,119	1,588	1,863	7,051	7,051
74. Alvarado St/Olympic Blvd	1,405	1,296	852	1,704	953	1,777	935	1,592	5,257	5,257
75. Comstock Ave/Wilshire Blvd	359	2,446	0	1,532	425	1,743	0	2,168	4,337	4,336

AM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	179	113	149	0	19	245	179
2. S Beverly Glen Blvd/Sunset Blvd	0	313	7	83	0	72	63	269
3. N Beverly Glen Blvd/Sunset Blvd	132	166	77	0	1	71	303	0
4. Centinela Ave/Wilshire Blvd	0	113	-5	79	0	67	11	110
5. Bundy Dr/Wilshire Blvd	135	96	100	52	44	102	131	106
6. Barrington Ave/Wilshire Blvd	73	137	55	99	38	168	49	110
7. Federal Ave/Wilshire Blvd	119	125	47	168	170	144	6	137
8. Sepulveda Blvd/Wilshire Blvd	-109	168	92	118	-16	139	11	133
9. Veteran Ave/Wilshire Blvd	105	172	62	305	89	185	97	272
10. Westwood Blvd/Wilshire Blvd	31	233	88	95	141	79	20	204
11. S Beverly Glen Blvd/Wilshire Blvd	123	259	77	179	69	180	85	303
12. Santa Monica Blvd/Wilshire Blvd	170	220	135	223	125	204	173	245
13. Centinela Ave/Santa Monica Blvd	11	118	26	125	-5	121	32	131
14. Bundy Dr/Santa Monica Blvd	131	143	187	121	100	156	211	118
15. Barrington Ave/Santa Monica Blvd	61	122	25	174	44	143	27	168
16. Federal Ave/Santa Monica Blvd	46	71	43	143	22	120	39	122
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	104	68	0	146	0	214	-86	190
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	67	110	214	164	159	0	68
19. Sepulveda Blvd/Santa Monica Blvd	106	167	132	159	188	189	122	67
20. Veteran Ave/Santa Monica Blvd	38	150	135	189	153	154	37	167
21. Westwood Blvd/Santa Monica Blvd	90	225	148	240	172	214	161	156
22. Overland Ave/Santa Monica Blvd	0	226	99	214	0	295	18	225
23. S Beverly Glen Blvd/Santa Monica Blvd	84	214	101	223	97	234	105	185
24. Century Park W/Santa Monica Blvd	0	215	96	220	0	248	92	190
25. Ave of the Stars/Santa Monica Blvd	0	204	133	248	0	284	87	215
26. Century Park E/Santa Monica Blvd	0	256	-2	246	0	162	81	258
27. Bundy Dr/Olympic Blvd	131	180	117	167	112	167	133	183
28. Barrington Ave/Olympic Blvd	59	172	174	167	91	173	130	180
29. Sepulveda Blvd/Olympic Blvd	122	203	163	209	132	193	118	255
30. Veteran Ave/Olympic Blvd	37	175	85	193	135	106	45	203
31. Westwood Blvd/Olympic Blvd	141	179	197	126	203	133	134	173
32. Overland Ave/Olympic Blvd	18	227	124	133	99	153	71	179
33. S Beverly Glen Blvd/Olympic Blvd	62	250	183	146	153	221	60	206
34. Century Park W/Olympic Blvd	74	290	0	207	102	242	0	226
35. Century Park E/Olympic Blvd	43	376	115	257	87	287	88	329
36. Sepulveda Blvd/Pico Blvd	151	201	174	138	197	196	124	146
37. Veteran Ave/Pico Blvd	13	207	0	196	51	163	0	201
38. Westwood Blvd/Pico Blvd	124	275	204	174	198	252	114	211
39. Overland Ave/Pico Blvd	71	271	270	252	124	346	121	275
40. Fairfax Ave/3rd St	134	161	89	137	113	113	103	204
41. La Brea Ave/3rd St	208	134	136	142	138	121	230	132
42. Highland Ave/3rd St	152	144	122	127	119	138	175	112
43. Western Ave/3rd St	160	143	164	143	121	127	197	171
44. Vermont Ave/3rd St	173	119	161	147	159	194	144	104
45. Fairfax Ave/6th St	103	112	78	73	100	56	134	75
46. La Brea Ave/6th St	230	121	112	94	136	109	144	168
47. Highland Ave/6th St	175	108	134	109	122	152	130	121
48. Western Ave/6th St	215	166	134	160	110	159	212	193
49. Vermont Ave/6th St	156	107	126	97	159	105	113	110
50. Alvarado St/6th St	148	82	144	110	97	133	203	51
51. San Vicente Blvd/Wilshire Blvd	135	80	328	103	136	78	218	215
52. Fairfax Ave/Wilshire Blvd	134	52	68	-25	78	0	108	43
53. La Brea Ave/Wilshire Blvd	144	4	101	0	112	-26	198	-36
54. Highland Ave/Wilshire Blvd	130	-31	131	-26	134	-54	119	4
55. Crenshaw Blvd/Wilshire Blvd	0	-61	113	-22	0	-81	134	-23
56. Western Ave/Wilshire Blvd	212	-93	112	24	134	-31	230	-60
57. Vermont Ave/Wilshire Blvd	113	-23	213	-21	126	-5	221	-39
58. Alvarado St/Wilshire Blvd	203	63	152	169	144	168	197	79
59. Fairfax Ave/8th St	108	76	107	13	68	103	132	0
60. La Brea Ave/8th St	198	61	121	36	101	56	156	103
61. Highland Ave/8th St	119	136	80	56	131	113	86	61
62. Crenshaw Blvd/8th St	134	89	91	24	113	84	145	-3
63. Western Ave/8th St	216	62	156	58	111	100	202	80
64. Vermont Ave/8th St	147	130	126	213	138	172	185	120
65. Alvarado St/8th St	173	91	98	73	140	102	138	55
66. Fairfax Ave/San Vicente Blvd	155	259	195	201	175	213	142	278
67. Fairfax Ave/Olympic Blvd	142	224	65	292	195	182	53	293
68. San Vicente Blvd/Olympic Blvd	213	389	92	182	259	187	207	224
69. La Brea Ave/Olympic Blvd	156	195	144	227	121	196	174	231
70. Highland Ave/Olympic Blvd	79	194	68	196	72	190	82	195
71. Crenshaw Blvd/Olympic Blvd	145	216	74	219	91	220	126	213
72. Western Ave/Olympic Blvd	171	202	96	235	108	233	147	216
73. Vermont Ave/Olympic Blvd	149	209	132	259	128	262	160	198
74. Alvarado St/Olympic Blvd	170	116	95	208	100	220	94	175
75. Comstock Ave/Wilshire Blvd	7	312	0	180	36	203	0	259

AM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	179	113	149	0	19	245	179
2. S Beverly Glen Blvd/Sunset Blvd	0	313	7	83	0	72	63	269
3. N Beverly Glen Blvd/Sunset Blvd	132	166	77	0	1	71	303	0
4. Centinela Ave/Wilshire Blvd	0	113	-5	79	0	67	11	110
5. Bundy Dr/Wilshire Blvd	135	96	100	52	44	102	131	106
6. Barrington Ave/Wilshire Blvd	73	137	55	99	38	168	49	110
7. Federal Ave/Wilshire Blvd	119	125	47	168	170	144	6	137
8. Sepulveda Blvd/Wilshire Blvd	-109	168	92	118	-16	139	11	133
9. Veteran Ave/Wilshire Blvd	105	172	62	305	89	185	97	272
10. Westwood Blvd/Wilshire Blvd	31	233	88	95	141	79	20	204
11. S Beverly Glen Blvd/Wilshire Blvd	123	259	77	179	69	180	85	303
12. Santa Monica Blvd/Wilshire Blvd	170	220	135	223	125	204	173	245
13. Centinela Ave/Santa Monica Blvd	11	118	26	125	-5	121	32	131
14. Bundy Dr/Santa Monica Blvd	131	143	187	121	100	156	211	118
15. Barrington Ave/Santa Monica Blvd	61	122	25	174	44	143	27	168
16. Federal Ave/Santa Monica Blvd	46	71	43	143	22	120	39	122
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	104	68	0	146	0	214	-86	190
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	67	110	214	164	159	0	68
19. Sepulveda Blvd/Santa Monica Blvd	106	167	132	159	188	189	122	67
20. Veteran Ave/Santa Monica Blvd	38	150	135	189	153	154	37	167
21. Westwood Blvd/Santa Monica Blvd	90	225	148	240	172	214	161	156
22. Overland Ave/Santa Monica Blvd	0	226	99	214	0	295	18	225
23. S Beverly Glen Blvd/Santa Monica Blvd	84	214	101	223	97	234	105	185
24. Century Park W/Santa Monica Blvd	0	215	96	220	0	248	92	190
25. Ave of the Stars/Santa Monica Blvd	0	204	133	248	0	284	87	215
26. Century Park E/Santa Monica Blvd	0	256	-2	246	0	162	81	258
27. Bundy Dr/Olympic Blvd	131	180	117	167	112	167	133	183
28. Barrington Ave/Olympic Blvd	59	172	174	167	91	173	130	180
29. Sepulveda Blvd/Olympic Blvd	122	203	163	209	132	193	118	255
30. Veteran Ave/Olympic Blvd	37	175	85	193	135	106	45	203
31. Westwood Blvd/Olympic Blvd	141	179	197	126	203	133	134	173
32. Overland Ave/Olympic Blvd	18	227	124	133	99	153	71	179
33. S Beverly Glen Blvd/Olympic Blvd	62	250	183	146	153	221	60	206
34. Century Park W/Olympic Blvd	74	290	0	207	102	242	0	226
35. Century Park E/Olympic Blvd	43	376	115	257	87	287	88	329
36. Sepulveda Blvd/Pico Blvd	151	201	174	138	197	196	124	146
37. Veteran Ave/Pico Blvd	13	207	0	196	51	163	0	201
38. Westwood Blvd/Pico Blvd	124	275	204	174	198	252	114	211
39. Overland Ave/Pico Blvd	71	271	270	252	124	346	121	275
40. Fairfax Ave/3rd St	134	161	89	137	113	113	103	204
41. La Brea Ave/3rd St	208	134	136	142	138	121	230	132
42. Highland Ave/3rd St	152	144	122	127	119	138	175	112
43. Western Ave/3rd St	160	143	164	143	121	127	197	171
44. Vermont Ave/3rd St	173	119	161	147	159	194	144	104
45. Fairfax Ave/6th St	103	112	78	73	100	56	134	75
46. La Brea Ave/6th St	230	121	112	94	136	109	144	168
47. Highland Ave/6th St	175	108	134	109	122	152	130	121
48. Western Ave/6th St	215	166	134	160	110	159	212	193
49. Vermont Ave/6th St	156	107	126	97	159	105	113	110
50. Alvarado St/6th St	148	82	144	110	97	133	203	51
51. San Vicente Blvd/Wilshire Blvd	135	80	328	103	136	78	218	215
52. Fairfax Ave/Wilshire Blvd	134	52	68	-25	78	0	108	43
53. La Brea Ave/Wilshire Blvd	144	4	101	0	112	-26	198	-36
54. Highland Ave/Wilshire Blvd	130	-31	131	-26	134	-54	119	4
55. Crenshaw Blvd/Wilshire Blvd	0	-61	113	-22	0	-81	134	-23
56. Western Ave/Wilshire Blvd	212	-93	112	24	134	-31	230	-60
57. Vermont Ave/Wilshire Blvd	113	-23	213	-21	126	-5	221	-39
58. Alvarado St/Wilshire Blvd	203	63	152	169	144	168	197	79
59. Fairfax Ave/8th St	108	76	107	13	68	103	132	0
60. La Brea Ave/8th St	198	61	121	36	101	56	156	103
61. Highland Ave/8th St	119	136	80	56	131	113	86	61
62. Crenshaw Blvd/8th St	134	89	91	24	113	84	145	-3
63. Western Ave/8th St	216	62	156	58	111	100	202	80
64. Vermont Ave/8th St	147	130	126	213	138	172	185	120
65. Alvarado St/8th St	173	91	98	73	140	102	138	55
66. Fairfax Ave/San Vicente Blvd	155	259	195	201	175	213	142	278
67. Fairfax Ave/Olympic Blvd	142	224	65	292	195	182	53	293
68. San Vicente Blvd/Olympic Blvd	213	389	92	182	259	187	207	224
69. La Brea Ave/Olympic Blvd	156	195	144	227	121	196	174	231
70. Highland Ave/Olympic Blvd	79	194	68	196	72	190	82	195
71. Crenshaw Blvd/Olympic Blvd	145	216	74	219	91	220	126	213
72. Western Ave/Olympic Blvd	171	202	96	235	108	233	147	216
73. Vermont Ave/Olympic Blvd	149	209	132	259	128	262	160	198
74. Alvarado St/Olympic Blvd	170	116	95	208	100	220	94	175
75. Comstock Ave/Wilshire Blvd	7	312	0	180	36	203	0	259

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2012 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,628	626	2,331	0	2,463	768	1,355
2. S Beverly Glen Blvd/Sunset Blvd	169	2,403	494	1,020	179	1,269	679	1,960
3. N Beverly Glen Blvd/Sunset Blvd	1,166	1,360	77	1,198	353	1,063	303	2,083
4. Centinela Ave/Wilshire Blvd	20	1,640	163	1,090	49	1,091	91	1,683
5. Bundy Dr/Wilshire Blvd	844	1,601	948	1,322	788	1,382	878	1,667
6. Barrington Ave/Wilshire Blvd	731	1,775	666	1,239	523	1,545	539	1,805
7. Federal Ave/Wilshire Blvd	1,686	2,705	538	1,940	1,349	3,291	383	1,845
8. Sepulveda Blvd/Wilshire Blvd	1,103	2,912	758	3,091	361	3,452	901	3,146
9. Veteran Ave/Wilshire Blvd	550	2,709	1,064	4,701	1,289	4,144	460	3,130
10. Westwood Blvd/Wilshire Blvd	523	2,371	949	2,693	1,273	2,260	596	2,405
11. S Beverly Glen Blvd/Wilshire Blvd	866	2,201	763	2,466	667	2,187	1,147	2,294
12. Santa Monica Blvd/Wilshire Blvd	2,171	2,169	903	2,370	1,454	1,775	1,815	2,568
13. Centinela Ave/Santa Monica Blvd	318	1,194	490	870	375	895	376	1,226
14. Bundy Dr/Santa Monica Blvd	1,093	1,259	1,180	859	1,050	893	1,175	1,276
15. Barrington Ave/Santa Monica Blvd	686	1,318	773	1,269	696	1,298	664	1,387
16. Federal Ave/Santa Monica Blvd	375	1,354	284	1,270	333	1,357	253	1,339
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,265	2,152	0	1,721	0	1,941	1,351	1,845
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,627	2,034	1,926	1,312	2,117	0	2,159
19. Sepulveda Blvd/Santa Monica Blvd	686	1,730	1,045	2,056	1,006	2,002	903	1,607
20. Veteran Ave/Santa Monica Blvd	371	1,774	550	2,096	615	2,094	299	1,781
21. Westwood Blvd/Santa Monica Blvd	910	1,987	1,338	2,249	1,472	2,269	1,026	1,716
22. Overland Ave/Santa Monica Blvd	149	2,128	424	1,994	0	2,270	418	2,006
23. S Beverly Glen Blvd/Santa Monica Blvd	1,760	1,576	1,085	2,023	922	2,595	1,349	1,578
24. Century Park W/Santa Monica Blvd	0	1,669	280	2,658	0	2,496	573	1,537
25. Ave of the Stars/Santa Monica Blvd	0	1,937	626	2,498	6	2,162	1,232	1,662
26. Century Park E/Santa Monica Blvd	0	2,783	396	2,121	0	1,714	1,596	1,990
27. Bundy Dr/Olympic Blvd	1,572	2,172	1,957	1,614	1,742	1,884	1,506	2,184
28. Barrington Ave/Olympic Blvd	984	1,901	1,742	1,615	1,275	2,049	780	2,140
29. Sepulveda Blvd/Olympic Blvd	720	2,431	1,476	2,127	1,257	2,284	696	2,519
30. Veteran Ave/Olympic Blvd	294	2,270	483	2,128	499	2,129	227	2,320
31. Westwood Blvd/Olympic Blvd	795	2,375	1,234	2,187	1,241	2,366	664	2,321
32. Overland Ave/Olympic Blvd	365	2,432	700	2,502	365	2,788	503	2,342
33. S Beverly Glen Blvd/Olympic Blvd	1,289	2,519	1,168	3,058	1,077	3,465	802	2,687
34. Century Park W/Olympic Blvd	236	2,300	0	3,759	1,099	3,020	0	2,175
35. Century Park E/Olympic Blvd	1,451	3,035	886	2,045	596	2,520	649	3,652
36. Sepulveda Blvd/Pico Blvd	759	1,568	1,817	1,945	1,505	2,052	751	1,781
37. Veteran Ave/Pico Blvd	111	1,681	0	2,064	271	1,938	0	1,647
38. Westwood Blvd/Pico Blvd	682	1,919	1,166	1,825	1,305	1,915	585	1,786
39. Overland Ave/Pico Blvd	603	1,972	1,942	1,929	707	2,837	1,103	1,802
40. Fairfax Ave/3rd St	1,459	1,907	1,001	826	1,079	959	1,456	1,711
41. La Brea Ave/3rd St	1,996	1,612	1,609	1,222	1,579	1,187	2,024	1,651
42. Highland Ave/3rd St	1,583	1,548	1,247	1,201	1,348	1,136	1,582	1,512
43. Western Ave/3rd St	1,395	1,335	1,199	1,327	1,158	1,361	1,334	1,410
44. Vermont Ave/3rd St	1,608	1,291	1,448	1,445	1,565	1,398	1,476	1,354
45. Fairfax Ave/6th St	1,407	810	742	345	810	385	1,511	596
46. La Brea Ave/6th St	1,994	1,245	1,585	810	1,578	842	1,808	1,405
47. Highland Ave/6th St	1,591	1,209	1,266	787	1,250	858	1,463	1,281
48. Western Ave/6th St	1,343	1,125	1,103	1,052	1,084	1,045	1,299	1,196
49. Vermont Ave/6th St	1,472	1,238	1,483	1,291	1,511	1,368	1,338	1,268
50. Alvarado St/6th St	1,430	774	1,055	1,255	1,070	1,192	1,438	815
51. San Vicente Blvd/Wilshire Blvd	1,471	1,625	1,919	1,374	1,634	1,369	1,314	2,073
52. Fairfax Ave/Wilshire Blvd	1,826	1,647	1,288	793	1,118	914	1,592	1,931
53. La Brea Ave/Wilshire Blvd	1,736	1,630	1,522	1,114	1,509	1,079	1,698	1,715
54. Highland Ave/Wilshire Blvd	1,275	1,544	1,113	1,083	1,302	1,040	950	1,722
55. Crenshaw Blvd/Wilshire Blvd	0	1,666	1,226	1,315	0	1,327	826	2,054
56. Western Ave/Wilshire Blvd	1,254	1,159	1,056	1,068	1,007	1,135	1,171	1,242
57. Vermont Ave/Wilshire Blvd	1,363	1,419	1,594	1,399	1,418	1,422	1,467	1,489
58. Alvarado St/Wilshire Blvd	1,406	997	1,046	1,341	1,059	1,341	1,293	1,097
59. Fairfax Ave/8th St	1,181	496	1,154	31	1,204	333	1,324	0
60. La Brea Ave/8th St	1,725	257	1,582	193	1,509	150	1,703	395
61. Highland Ave/8th St	975	164	1,126	78	1,181	153	873	136
62. Crenshaw Blvd/8th St	771	586	1,235	218	1,174	375	1,061	200
63. Western Ave/8th St	1,334	602	1,139	684	1,121	715	1,335	589
64. Vermont Ave/8th St	1,325	704	1,647	862	1,569	839	1,317	811
65. Alvarado St/8th St	1,074	632	1,067	738	1,089	794	1,005	622
66. Fairfax Ave/San Vicente Blvd	1,346	1,897	1,046	955	1,222	936	1,225	1,859
67. Fairfax Ave/Olympic Blvd	1,175	1,863	922	1,624	1,049	1,442	838	2,254
68. San Vicente Blvd/Olympic Blvd	978	2,517	1,382	1,458	1,863	1,309	1,122	2,043
69. La Brea Ave/Olympic Blvd	1,827	1,752	1,621	1,421	1,587	1,428	1,680	1,926
70. Highland Ave/Olympic Blvd	878	1,855	815	1,439	874	1,363	941	1,810
71. Crenshaw Blvd/Olympic Blvd	1,164	2,636	1,286	1,479	1,224	1,514	1,141	2,681
72. Western Ave/Olympic Blvd	1,331	1,747	1,123	1,899	1,102	1,978	1,124	1,896
73. Vermont Ave/Olympic Blvd	1,321	1,649	1,484	1,726	1,471	1,714	1,273	1,721
74. Alvarado St/Olympic Blvd	1,166	1,112	957	1,718	1,003	1,738	810	1,404
75. Comstock Ave/Wilshire Blvd	250	2,538	126	2,286	231	2,422	215	2,331

POST-PROCESS THESE NUMBERS

2012WP Alt 3 AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	626	768	0	0	2,331	1,355	1,628	2,463	4,585	4,587
2. S Beverly Glen Blvd/Sunset Blvd	494	679	169	179	1,020	1,960	2,403	1,269	4,086	4,087
3. N Beverly Glen Blvd/Sunset Blvd	77	303	1,166	353	1,198	2,083	1,360	1,063	3,802	3,802
4. Centinela Ave/Wilshire Blvd	163	91	20	49	1,090	1,683	1,640	1,091	2,912	2,913
5. Bundy Dr/Wilshire Blvd	948	878	844	788	1,322	1,667	1,601	1,382	4,715	4,715
6. Barrington Ave/Wilshire Blvd	666	539	731	523	1,239	1,805	1,775	1,545	4,411	4,412
7. Federal Ave/Wilshire Blvd	538	383	1,686	1,349	1,940	1,845	2,705	3,291	6,870	6,868
8. Sepulveda Blvd/Wilshire Blvd	758	901	1,103	361	3,091	3,146	2,912	3,452	7,863	7,861
9. Veteran Ave/Wilshire Blvd	1,064	460	550	1,289	4,701	3,130	2,709	4,144	9,024	9,023
10. Westwood Blvd/Wilshire Blvd	949	596	523	1,273	2,693	2,405	2,371	2,260	6,536	6,533
11. S Beverly Glen Blvd/Wilshire Blvd	763	1,147	866	667	2,466	2,294	2,201	2,187	6,296	6,295
12. Santa Monica Blvd/Wilshire Blvd	903	1,815	2,171	1,454	2,370	2,568	2,169	1,775	7,613	7,612
13. Centinela Ave/Santa Monica Blvd	490	376	318	375	870	1,226	1,194	895	2,872	2,871
14. Bundy Dr/Santa Monica Blvd	1,180	1,175	1,093	1,050	859	1,276	1,259	893	4,391	4,394
15. Barrington Ave/Santa Monica Blvd	773	664	686	696	1,269	1,387	1,318	1,298	4,045	4,045
16. Federal Ave/Santa Monica Blvd	284	253	375	333	1,270	1,339	1,354	1,357	3,282	3,282
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,351	1,265	0	1,721	1,845	2,152	1,941	5,138	5,138
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,034	0	0	1,312	1,926	2,159	1,627	2,117	5,588	5,588
19. Sepulveda Blvd/Santa Monica Blvd	1,045	903	686	1,006	2,056	1,607	1,730	2,002	5,516	5,518
20. Veteran Ave/Santa Monica Blvd	550	299	371	615	2,096	1,781	1,774	2,094	4,791	4,790
21. Westwood Blvd/Santa Monica Blvd	1,338	1,026	910	1,472	2,249	1,716	1,987	2,269	6,483	6,483
22. Overland Ave/Santa Monica Blvd	424	418	149	0	1,994	2,006	2,128	2,270	4,695	4,694
23. S Beverly Glen Blvd/Santa Monica Blvd	1,085	1,349	1,760	922	2,023	1,578	1,576	2,595	6,445	6,444
24. Century Park W/Santa Monica Blvd	280	573	0	0	2,658	1,537	1,669	2,496	4,607	4,606
25. Ave of the Stars/Santa Monica Blvd	626	1,232	0	6	2,498	1,662	1,937	2,162	5,061	5,062
26. Century Park E/Santa Monica Blvd	396	1,596	0	0	2,121	1,990	2,783	1,714	5,300	5,301
27. Bundy Dr/Olympic Blvd	1,957	1,506	1,572	1,742	1,614	2,184	2,172	1,884	7,316	7,316
28. Barrington Ave/Olympic Blvd	1,742	780	984	1,275	1,615	2,140	1,901	2,049	6,243	6,245
29. Sepulveda Blvd/Olympic Blvd	1,476	696	720	1,257	2,127	2,519	2,431	2,284	6,755	6,756
30. Veteran Ave/Olympic Blvd	483	227	294	499	2,128	2,320	2,270	2,129	5,176	5,175
31. Westwood Blvd/Olympic Blvd	1,234	664	795	1,241	2,187	2,321	2,375	2,366	6,592	6,592
32. Overland Ave/Olympic Blvd	700	503	365	365	2,502	2,342	2,432	2,788	5,998	5,998
33. S Beverly Glen Blvd/Olympic Blvd	1,168	802	1,289	1,077	3,058	2,687	2,519	3,465	8,033	8,032
34. Century Park W/Olympic Blvd	0	0	236	1,099	3,759	2,175	2,300	3,020	6,295	6,294
35. Century Park E/Olympic Blvd	886	649	1,451	596	2,045	3,652	3,035	2,520	7,417	7,417
36. Sepulveda Blvd/Pico Blvd	1,817	751	759	1,505	1,945	1,781	1,568	2,052	6,089	6,088
37. Veteran Ave/Pico Blvd	0	0	111	271	2,064	1,647	1,681	1,938	3,857	3,856
38. Westwood Blvd/Pico Blvd	1,166	585	682	1,305	1,825	1,786	1,919	1,915	5,593	5,591
39. Overland Ave/Pico Blvd	1,942	1,103	603	707	1,929	1,802	1,972	2,837	6,447	6,449
40. Fairfax Ave/3rd St	1,001	1,456	1,459	1,079	826	1,711	1,907	959	5,193	5,205
41. La Brea Ave/3rd St	1,609	2,024	1,996	1,579	1,222	1,651	1,612	1,187	6,440	6,441
42. Highland Ave/3rd St	1,247	1,582	1,583	1,348	1,201	1,512	1,548	1,136	5,579	5,578
43. Western Ave/3rd St	1,199	1,334	1,395	1,158	1,327	1,410	1,335	1,361	5,256	5,262
44. Vermont Ave/3rd St	1,448	1,476	1,608	1,565	1,445	1,354	1,291	1,398	5,792	5,793
45. Fairfax Ave/6th St	742	1,511	1,407	810	345	596	810	385	3,303	3,302
46. La Brea Ave/6th St	1,585	1,808	1,994	1,578	810	1,405	1,245	842	5,633	5,633
47. Highland Ave/6th St	1,266	1,463	1,591	1,250	787	1,281	1,209	858	4,853	4,852
48. Western Ave/6th St	1,103	1,299	1,343	1,084	1,052	1,196	1,125	1,045	4,624	4,623
49. Vermont Ave/6th St	1,483	1,338	1,472	1,511	1,291	1,268	1,238	1,368	5,485	5,486
50. Alvarado St/6th St	1,055	1,438	1,430	1,070	1,255	815	774	1,192	4,514	4,514
51. San Vicente Blvd/Wilshire Blvd	1,919	1,314	1,471	1,634	1,374	2,073	1,625	1,369	6,390	6,391
52. Fairfax Ave/Wilshire Blvd	1,288	1,592	1,826	1,118	793	1,931	1,647	914	5,554	5,554
53. La Brea Ave/Wilshire Blvd	1,522	1,698	1,736	1,509	1,114	1,715	1,630	1,079	6,003	6,002
54. Highland Ave/Wilshire Blvd	1,113	950	1,275	1,302	1,083	1,722	1,544	1,040	5,015	5,014
55. Crenshaw Blvd/Wilshire Blvd	1,226	826	0	0	1,315	2,054	1,666	1,327	4,208	4,208
56. Western Ave/Wilshire Blvd	1,056	1,171	1,254	1,007	1,068	1,242	1,159	1,135	4,537	4,555
57. Vermont Ave/Wilshire Blvd	1,594	1,467	1,363	1,418	1,399	1,489	1,419	1,422	5,775	5,796
58. Alvarado St/Wilshire Blvd	1,046	1,293	1,406	1,059	1,341	1,097	997	1,341	4,790	4,791
59. Fairfax Ave/8th St	1,154	1,324	1,181	1,204	31	0	496	333	2,862	2,861
60. La Brea Ave/8th St	1,582	1,703	1,725	1,509	193	395	257	150	3,758	3,758
61. Highland Ave/8th St	1,126	873	975	1,181	78	136	164	153	2,344	2,344
62. Crenshaw Blvd/8th St	1,235	1,061	771	1,174	218	200	586	375	2,809	2,810
63. Western Ave/8th St	1,139	1,335	1,334	1,121	684	589	602	715	3,759	3,760
64. Vermont Ave/8th St	1,647	1,317	1,325	1,569	862	811	704	839	4,538	4,537
65. Alvarado St/8th St	1,067	1,005	1,074	1,089	738	622	632	794	3,511	3,511
66. Fairfax Ave/San Vicente Blvd	1,046	1,225	1,346	1,222	955	1,859	1,897	936	5,244	5,242
67. Fairfax Ave/Olympic Blvd	922	838	1,175	1,049	1,624	2,254	1,863	1,442	5,583	5,583
68. San Vicente Blvd/Olympic Blvd	1,382	1,122	978	1,863	1,458	2,043	2,517	1,309	6,336	6,337
69. La Brea Ave/Olympic Blvd	1,621	1,680	1,827	1,587	1,421	1,926	1,752	1,428	6,621	6,621
70. Highland Ave/Olympic Blvd	815	941	878	874	1,439	1,810	1,855	1,363	4,986	4,988
71. Crenshaw Blvd/Olympic Blvd	1,286	1,141	1,164	1,224	1,479	2,681	2,636	1,514	6,564	6,560
72. Western Ave/Olympic Blvd	1,123	1,124	1,331	1,102	1,899	1,896	1,747	1,978	6,100	6,100
73. Vermont Ave/Olympic Blvd	1,484	1,273	1,321	1,471	1,726	1,721	1,649	1,714	6,180	6,179
74. Alvarado St/Olympic Blvd	957	810	1,166	1,003	1,718	1,404	1,112	1,738	4,955	4,955
75. Comstock Ave/Wilshire Blvd	126	215	250	231	2,286	2,331	2,538	2,422	5,200	5,199

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2012WP Alt 3 PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,509	1,549	808	0	1,220	521	2,125	3,866	3,866
2. S Beverly Glen Blvd/Sunset Blvd	0	1,484	693	1,661	0	2,302	411	1,124	3,838	3,837
3. N Beverly Glen Blvd/Sunset Blvd	636	1,017	2,302	0	1,287	1,184	1,484	0	3,955	3,955
4. Centinela Ave/Wilshire Blvd	0	1,415	278	1,448	0	1,658	137	1,346	3,141	3,141
5. Bundy Dr/Wilshire Blvd	694	1531	1149	1557	900	1695	1019	1315	4,931	4,929
6. Barrington Ave/Wilshire Blvd	591	1680	572	1987	579	1998	493	1760	4,830	4,830
7. Federal Ave/Wilshire Blvd	2361	1369	564	1998	1017	3007	586	1680	6,292	6,290
8. Sepulveda Blvd/Wilshire Blvd	650	3089	968	2860	1379	2567	855	2766	7,567	7,567
9. Veteran Ave/Wilshire Blvd	1174	3301	849	3180	1364	2531	553	4054	8,504	8,502
10. Westwood Blvd/Wilshire Blvd	2262	1907	766	2218	1544	1943	1088	2575	7,153	7,150
11. S Beverly Glen Blvd/Wilshire Blvd	695	1704	1178	2340	820	1876	938	2282	5,917	5,916
12. Santa Monica Blvd/Wilshire Blvd	1497	2278	1733	2324	1930	1853	1758	2291	7,832	7,832
13. Centinela Ave/Santa Monica Blvd	137	768	323	1464	278	1020	313	1080	2,692	2,691
14. Bundy Dr/Santa Monica Blvd	1019	1099	1718	1020	1149	1354	1587	768	4,856	4,858
15. Barrington Ave/Santa Monica Blvd	691	1096	752	1817	866	1632	741	1117	4,356	4,356
16. Federal Ave/Santa Monica Blvd	563	1187	356	1632	589	1688	366	1096	3,738	3,739
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	832	2117	0	2494	0	2336	1051	2056	5,443	5,443
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2589	844	2336	1979	1674	0	2117	5,769	5,770
19. Sepulveda Blvd/Santa Monica Blvd	1284	2182	1301	1674	1129	1582	1140	2589	6,441	6,440
20. Veteran Ave/Santa Monica Blvd	692	2118	388	1582	309	1877	413	2182	4,780	4,781
21. Westwood Blvd/Santa Monica Blvd	1659	1937	1395	1712	1157	1884	1726	1936	6,703	6,703
22. Overland Ave/Santa Monica Blvd	0	2499	433	1884	0	2211	667	1937	4,816	4,815
23. S Beverly Glen Blvd/Santa Monica Blvd	806	2206	1318	1794	1037	1957	1065	2064	6,124	6,123
24. Century Park W/Santa Monica Blvd	0	2258	718	1737	0	1980	732	2000	4,713	4,712
25. Ave of the Stars/Santa Monica Blvd	0	2066	946	1980	0	1941	792	2258	4,992	4,991
26. Century Park E/Santa Monica Blvd	0	2297	192	2791	0	2901	463	1916	5,280	5,280
27. Bundy Dr/Olympic Blvd	1532	1572	1295	1928	1338	1879	1537	1572	6,327	6,326
28. Barrington Ave/Olympic Blvd	852	2021	1325	1879	1070	1659	1776	1572	6,077	6,077
29. Sepulveda Blvd/Olympic Blvd	1140	2952	917	2459	1301	2379	1785	2003	7,468	7,468
30. Veteran Ave/Olympic Blvd	413	3108	231	2379	388	2303	487	2952	6,131	6,130
31. Westwood Blvd/Olympic Blvd	1461	3077	1223	2093	1165	2150	1552	2987	7,854	7,854
32. Overland Ave/Olympic Blvd	667	3548	495	2150	433	2283	1067	3077	6,860	6,860
33. S Beverly Glen Blvd/Olympic Blvd	1491	3238	888	2046	1061	2117	1122	3362	7,663	7,662
34. Century Park W/Olympic Blvd	1144	2396	0	1836	580	2081	0	2715	5,376	5,376
35. Century Park E/Olympic Blvd	1045	2170	655	2726	243	2508	999	2847	6,596	6,597
36. Sepulveda Blvd/Pico Blvd	1912	1832	1129	1375	1084	1469	1820	1874	6,248	6,247
37. Veteran Ave/Pico Blvd	360	1678	0	1469	64	1611	0	1832	3,507	3,507
38. Westwood Blvd/Pico Blvd	1387	1603	914	1713	1010	1468	1671	1467	5,617	5,616
39. Overland Ave/Pico Blvd	1067	2044	1086	1468	495	1893	1674	1603	5,665	5,665
40. Fairfax Ave/3rd St	1044	1167	1263	1490	1324	1597	1041	1011	4,964	4,973
41. La Brea Ave/3rd St	1693	1190	2279	1189	2063	1252	1826	1210	6,351	6,351
42. Highland Ave/3rd St	1344	1251	1809	1064	1664	1074	1599	1131	5,468	5,468
43. Western Ave/3rd St	1028	1169	1458	1424	1304	1269	1314	1198	5,079	5,085
44. Vermont Ave/3rd St	1558	1652	1956	1302	2215	963	1575	1715	6,468	6,468
45. Fairfax Ave/6th St	1041	507	1337	658	1273	718	1001	551	3,543	3,543
46. La Brea Ave/6th St	1826	801	2121	1139	2279	887	1690	1031	5,887	5,887
47. Highland Ave/6th St	1599	1017	1598	887	1809	1077	1413	801	5,101	5,100
48. Western Ave/6th St	998	1269	1585	1381	1444	1074	1324	1390	5,233	5,232
49. Vermont Ave/6th St	1687	1227	2367	1265	2138	1188	1829	1392	6,546	6,547
50. Alvarado St/6th St	959	1341	1463	934	1251	1138	1107	1200	4,697	4,696
51. San Vicente Blvd/Wilshire Blvd	1693	1531	1137	2009	1240	2169	1604	1357	6,370	6,370
52. Fairfax Ave/Wilshire Blvd	1001	1432	1563	1907	1337	1792	1142	1633	5,903	5,904
53. La Brea Ave/Wilshire Blvd	1690	1284	2458	1650	2121	1750	1939	1272	7,082	7,082
54. Highland Ave/Wilshire Blvd	1413	1408	875	1750	1598	1601	962	1284	5,446	5,445
55. Crenshaw Blvd/Wilshire Blvd	0	2034	1355	1543	0	2263	1312	1358	4,932	4,933
56. Western Ave/Wilshire Blvd	1324	1520	1599	1808	1585	1569	1453	1660	6,251	6,267
57. Vermont Ave/Wilshire Blvd	1829	1653	1757	1700	2367	1621	1583	1389	6,939	6,960
58. Alvarado St/Wilshire Blvd	1107	1362	1578	1261	1463	1057	1295	1494	5,308	5,309
59. Fairfax Ave/8th St	1142	956	935	123	1563	796	797	0	3,156	3,156
60. La Brea Ave/8th St	1939	367	2276	518	2458	388	2068	186	5,100	5,100
61. Highland Ave/8th St	962	542	1006	388	875	771	886	367	2,898	2,899
62. Crenshaw Blvd/8th St	1312	472	1355	255	1355	566	1308	165	3,394	3,394
63. Western Ave/8th St	1419	838	1280	616	1505	710	1184	754	4,153	4,153
64. Vermont Ave/8th St	1453	1302	1534	1198	1534	1188	1459	1305	5,487	5,486
65. Alvarado St/8th St	1139	1001	1438	699	1542	682	1129	924	4,277	4,277
66. Fairfax Ave/San Vicente Blvd	1413	1716	1432	2070	1400	1945	1538	1748	6,631	6,631
67. Fairfax Ave/Olympic Blvd	1538	1834	712	2894	1432	2354	877	2315	6,978	6,978
68. San Vicente Blvd/Olympic Blvd	1945	1984	1569	2354	1716	2512	1791	1834	7,852	7,853
69. La Brea Ave/Olympic Blvd	2068	1655	2257	2402	2276	2115	2159	1832	8,382	8,382
70. Highland Ave/Olympic Blvd	803	1715	821	2115	956	2028	816	1655	5,454	5,455
71. Crenshaw Blvd/Olympic Blvd	1308	1769	1266	2212	1355	2004	1184	2010	6,555	6,553
72. Western Ave/Olympic Blvd	1465	1919	1259	1900	1450	1832	1346	1916	6,543	6,544
73. Vermont Ave/Olympic Blvd	1498	2355	1539	1907	1599	1980	1582	2140	7,299	7,301
74. Alvarado St/Olympic Blvd	1091	1724	1096	1522	1383	1346	883	1820	5,433	5,432
75. Comstock Ave/Wilshire Blvd	422	2026	0	1876	384	2237	0	1704	4,324	4,325

PM Peak Hour DIFFERENCE (2012-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	111	99	77	0	62	-9	234
2. S Beverly Glen Blvd/Sunset Blvd	0	194	47	119	0	189	11	158
3. N Beverly Glen Blvd/Sunset Blvd	59	125	189	0	78	102	194	0
4. Centinela Ave/Wilshire Blvd	0	100	15	138	0	160	-3	96
5. Bundy Dr/Wilshire Blvd	89	57	111	147	68	162	86	87
6. Barrington Ave/Wilshire Blvd	47	69	34	178	30	200	29	69
7. Federal Ave/Wilshire Blvd	165	-9	18	200	57	240	6	69
8. Sepulveda Blvd/Wilshire Blvd	-113	173	4	292	69	203	-108	191
9. Veteran Ave/Wilshire Blvd	-67	435	118	224	-74	317	-14	479
10. Westwood Blvd/Wilshire Blvd	144	243	-6	200	3	121	55	399
11. S Beverly Glen Blvd/Wilshire Blvd	71	225	181	206	71	245	21	345
12. Santa Monica Blvd/Wilshire Blvd	123	252	126	213	191	229	96	197
13. Centinela Ave/Santa Monica Blvd	-3	49	48	139	15	101	22	95
14. Bundy Dr/Santa Monica Blvd	86	100	181	101	111	126	183	49
15. Barrington Ave/Santa Monica Blvd	31	70	49	148	66	107	10	114
16. Federal Ave/Santa Monica Blvd	18	68	52	107	53	99	24	70
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	100	21	0	149	0	189	19	62
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	155	16	189	251	89	0	21
19. Sepulveda Blvd/Santa Monica Blvd	26	176	136	89	109	99	63	155
20. Veteran Ave/Santa Monica Blvd	93	126	68	99	39	97	76	176
21. Westwood Blvd/Santa Monica Blvd	136	217	116	153	83	201	169	169
22. Overland Ave/Santa Monica Blvd	0	255	73	201	0	230	81	217
23. S Beverly Glen Blvd/Santa Monica Blvd	37	221	154	203	183	175	78	179
24. Century Park W/Santa Monica Blvd	0	271	78	166	0	184	115	215
25. Ave of the Stars/Santa Monica Blvd	0	293	100	184	0	233	72	271
26. Century Park E/Santa Monica Blvd	0	192	35	276	0	231	76	196
27. Bundy Dr/Olympic Blvd	95	146	93	139	115	157	57	143
28. Barrington Ave/Olympic Blvd	57	144	132	157	61	126	157	146
29. Sepulveda Blvd/Olympic Blvd	63	291	122	223	136	221	167	173
30. Veteran Ave/Olympic Blvd	76	240	10	221	68	146	41	291
31. Westwood Blvd/Olympic Blvd	152	263	98	201	104	164	172	274
32. Overland Ave/Olympic Blvd	81	340	101	164	73	221	128	263
33. S Beverly Glen Blvd/Olympic Blvd	109	348	97	219	130	217	88	337
34. Century Park W/Olympic Blvd	80	329	0	191	74	222	0	304
35. Century Park E/Olympic Blvd	133	327	88	250	41	311	108	340
36. Sepulveda Blvd/Pico Blvd	180	202	145	109	101	157	161	215
37. Veteran Ave/Pico Blvd	28	192	0	157	31	146	0	202
38. Westwood Blvd/Pico Blvd	145	205	133	153	127	131	196	180
39. Overland Ave/Pico Blvd	128	258	126	131	101	186	151	205
40. Fairfax Ave/3rd St	47	98	83	154	92	147	19	132
41. La Brea Ave/3rd St	131	99	269	108	264	138	100	104
42. Highland Ave/3rd St	117	138	35	117	50	111	122	124
43. Western Ave/3rd St	127	142	137	163	131	138	162	143
44. Vermont Ave/3rd St	157	153	244	100	251	82	149	172
45. Fairfax Ave/6th St	19	82	102	68	93	92	42	44
46. La Brea Ave/6th St	100	98	234	107	269	92	36	142
47. Highland Ave/6th St	122	103	42	92	35	107	118	98
48. Western Ave/6th St	112	186	128	139	139	123	96	206
49. Vermont Ave/6th St	149	141	159	92	252	146	25	118
50. Alvarado St/6th St	104	125	177	54	125	99	142	94
51. San Vicente Blvd/Wilshire Blvd	108	123	224	123	106	26	249	198
52. Fairfax Ave/Wilshire Blvd	42	64	225	-155	102	-16	32	59
53. La Brea Ave/Wilshire Blvd	36	11	145	32	234	-95	113	-28
54. Highland Ave/Wilshire Blvd	118	-46	81	-95	42	-74	79	11
55. Crenshaw Blvd/Wilshire Blvd	0	-65	66	-88	0	-160	65	9
56. Western Ave/Wilshire Blvd	96	-42	132	-33	128	-93	173	-39
57. Vermont Ave/Wilshire Blvd	25	-96	363	-66	159	-25	151	-38
58. Alvarado St/Wilshire Blvd	142	144	181	114	177	90	164	150
59. Fairfax Ave/8th St	32	109	223	34	225	106	66	0
60. La Brea Ave/8th St	113	37	183	22	145	42	114	54
61. Highland Ave/8th St	79	111	51	42	81	101	65	37
62. Crenshaw Blvd/8th St	65	80	59	12	66	63	94	-7
63. Western Ave/8th St	168	80	129	61	119	68	153	99
64. Vermont Ave/8th St	146	175	221	132	212	140	139	183
65. Alvarado St/8th St	122	144	123	74	152	91	107	114
66. Fairfax Ave/San Vicente Blvd	85	245	177	223	246	179	149	157
67. Fairfax Ave/Olympic Blvd	149	146	42	395	177	252	33	269
68. San Vicente Blvd/Olympic Blvd	179	212	179	252	245	226	206	146
69. La Brea Ave/Olympic Blvd	114	219	160	221	183	186	146	199
70. Highland Ave/Olympic Blvd	55	178	28	186	47	126	56	219
71. Crenshaw Blvd/Olympic Blvd	94	227	67	177	59	193	86	225
72. Western Ave/Olympic Blvd	154	232	86	187	102	211	131	217
73. Vermont Ave/Olympic Blvd	125	288	141	196	157	209	138	247
74. Alvarado St/Olympic Blvd	113	205	105	144	141	124	87	214
75. Comstock Ave/Wilshire Blvd	-27	244	0	245	16	223	0	225

PM Peak Hour ADJUSTED DIFFERENCE (2012 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	111	99	77	0	62	-9	234
2. S Beverly Glen Blvd/Sunset Blvd	0	194	47	119	0	189	11	158
3. N Beverly Glen Blvd/Sunset Blvd	59	125	189	0	78	102	194	0
4. Centinela Ave/Wilshire Blvd	0	100	15	138	0	160	-3	96
5. Bundy Dr/Wilshire Blvd	89	57	111	147	68	162	86	87
6. Barrington Ave/Wilshire Blvd	47	69	34	178	30	200	29	69
7. Federal Ave/Wilshire Blvd	165	-9	18	200	57	240	6	69
8. Sepulveda Blvd/Wilshire Blvd	-113	173	4	292	69	203	-108	191
9. Veteran Ave/Wilshire Blvd	-67	435	118	224	-74	317	-14	479
10. Westwood Blvd/Wilshire Blvd	144	243	-6	200	3	121	55	399
11. S Beverly Glen Blvd/Wilshire Blvd	71	225	181	206	71	245	21	345
12. Santa Monica Blvd/Wilshire Blvd	123	252	126	213	191	229	96	197
13. Centinela Ave/Santa Monica Blvd	-3	49	48	139	15	101	22	95
14. Bundy Dr/Santa Monica Blvd	86	100	181	101	111	126	183	49
15. Barrington Ave/Santa Monica Blvd	31	70	49	148	66	107	10	114
16. Federal Ave/Santa Monica Blvd	18	68	52	107	53	99	24	70
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	100	21	0	149	0	189	19	62
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	155	16	189	251	89	0	21
19. Sepulveda Blvd/Santa Monica Blvd	26	176	136	89	109	99	63	155
20. Veteran Ave/Santa Monica Blvd	93	126	68	99	39	97	76	176
21. Westwood Blvd/Santa Monica Blvd	136	217	116	153	83	201	169	169
22. Overland Ave/Santa Monica Blvd	0	255	73	201	0	230	81	217
23. S Beverly Glen Blvd/Santa Monica Blvd	37	221	154	203	183	175	78	179
24. Century Park W/Santa Monica Blvd	0	271	78	166	0	184	115	215
25. Ave of the Stars/Santa Monica Blvd	0	293	100	184	0	233	72	271
26. Century Park E/Santa Monica Blvd	0	192	35	276	0	231	76	196
27. Bundy Dr/Olympic Blvd	95	146	93	139	115	157	57	143
28. Barrington Ave/Olympic Blvd	57	144	132	157	61	126	157	146
29. Sepulveda Blvd/Olympic Blvd	63	291	122	223	136	221	167	173
30. Veteran Ave/Olympic Blvd	76	240	10	221	68	146	41	291
31. Westwood Blvd/Olympic Blvd	152	263	98	201	104	164	172	274
32. Overland Ave/Olympic Blvd	81	340	101	164	73	221	128	263
33. S Beverly Glen Blvd/Olympic Blvd	109	348	97	219	130	217	88	337
34. Century Park W/Olympic Blvd	80	329	0	191	74	222	0	304
35. Century Park E/Olympic Blvd	133	327	88	250	41	311	108	340
36. Sepulveda Blvd/Pico Blvd	180	202	145	109	101	157	161	215
37. Veteran Ave/Pico Blvd	28	192	0	157	31	146	0	202
38. Westwood Blvd/Pico Blvd	145	205	133	153	127	131	196	180
39. Overland Ave/Pico Blvd	128	258	126	131	101	186	151	205
40. Fairfax Ave/3rd St	47	98	83	154	92	147	19	132
41. La Brea Ave/3rd St	131	99	269	108	264	138	100	104
42. Highland Ave/3rd St	117	138	35	117	50	111	122	124
43. Western Ave/3rd St	127	142	137	163	131	138	162	143
44. Vermont Ave/3rd St	157	153	244	100	251	82	149	172
45. Fairfax Ave/6th St	19	82	102	68	93	92	42	44
46. La Brea Ave/6th St	100	98	234	107	269	92	36	142
47. Highland Ave/6th St	122	103	42	92	35	107	118	98
48. Western Ave/6th St	112	186	128	139	139	123	96	206
49. Vermont Ave/6th St	149	141	159	92	252	146	25	118
50. Alvarado St/6th St	104	125	177	54	125	99	142	94
51. San Vicente Blvd/Wilshire Blvd	108	123	224	123	106	26	249	198
52. Fairfax Ave/Wilshire Blvd	42	64	225	-155	102	-16	32	59
53. La Brea Ave/Wilshire Blvd	36	11	145	32	234	-95	113	-28
54. Highland Ave/Wilshire Blvd	118	-46	81	-95	42	-74	79	11
55. Crenshaw Blvd/Wilshire Blvd	0	-65	66	-88	0	-160	65	9
56. Western Ave/Wilshire Blvd	96	-42	132	-33	128	-93	173	-39
57. Vermont Ave/Wilshire Blvd	25	-96	363	-66	159	-25	151	-38
58. Alvarado St/Wilshire Blvd	142	144	181	114	177	90	164	150
59. Fairfax Ave/8th St	32	109	223	34	225	106	66	0
60. La Brea Ave/8th St	113	37	183	22	145	42	114	54
61. Highland Ave/8th St	79	111	51	42	81	101	65	37
62. Crenshaw Blvd/8th St	65	80	59	12	66	63	94	-7
63. Western Ave/8th St	168	80	129	61	119	68	153	99
64. Vermont Ave/8th St	146	175	221	132	212	140	139	183
65. Alvarado St/8th St	122	144	123	74	152	91	107	114
66. Fairfax Ave/San Vicente Blvd	85	245	177	223	246	179	149	157
67. Fairfax Ave/Olympic Blvd	149	146	42	395	177	252	33	269
68. San Vicente Blvd/Olympic Blvd	179	212	179	252	245	226	206	146
69. La Brea Ave/Olympic Blvd	114	219	160	221	183	186	146	199
70. Highland Ave/Olympic Blvd	55	178	28	186	47	126	56	219
71. Crenshaw Blvd/Olympic Blvd	94	227	67	177	59	193	86	225
72. Western Ave/Olympic Blvd	154	232	86	187	102	211	131	217
73. Vermont Ave/Olympic Blvd	125	288	141	196	157	209	138	247
74. Alvarado St/Olympic Blvd	113	205	105	144	141	124	87	214
75. Comstock Ave/Wilshire Blvd	-27	244	0	245	16	223	0	225

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2012 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,161	893	1,381	0	1,639	410	2,386
2. S Beverly Glen Blvd/Sunset Blvd	180	1,643	769	1,668	147	2,209	476	1,426
3. N Beverly Glen Blvd/Sunset Blvd	554	1,282	189	2,017	1,113	1,294	194	1,442
4. Centinela Ave/Wilshire Blvd	45	1,664	162	1,360	99	1,374	34	1,724
5. Bundy Dr/Wilshire Blvd	695	1,659	1,281	1,430	1,203	1,417	713	1,732
6. Barrington Ave/Wilshire Blvd	522	1,864	383	1,542	369	1,551	548	1,842
7. Federal Ave/Wilshire Blvd	1,255	2,707	756	1,563	1,428	2,657	330	1,864
8. Sepulveda Blvd/Wilshire Blvd	567	2,942	951	2,329	942	2,430	664	2,752
9. Veteran Ave/Wilshire Blvd	1,077	3,318	1,285	2,815	920	2,796	527	4,250
10. Westwood Blvd/Wilshire Blvd	1,156	2,063	805	2,353	798	2,169	1,068	2,339
11. S Beverly Glen Blvd/Wilshire Blvd	684	1,853	1,000	2,392	814	2,175	951	1,988
12. Santa Monica Blvd/Wilshire Blvd	1,535	2,308	1,054	2,471	1,588	2,016	1,392	2,372
13. Centinela Ave/Santa Monica Blvd	429	932	505	1,192	400	1,213	471	975
14. Bundy Dr/Santa Monica Blvd	876	870	1,422	1,220	1,279	1,212	1,016	882
15. Barrington Ave/Santa Monica Blvd	689	1,123	720	1,294	712	1,203	787	1,124
16. Federal Ave/Santa Monica Blvd	545	1,157	303	1,228	403	1,216	510	1,103
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,293	1,917	0	1,710	0	2,006	1,387	1,528
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,536	2,250	2,187	2,056	2,171	0	1,747
19. Sepulveda Blvd/Santa Monica Blvd	884	1,576	1,245	1,723	1,076	1,667	1,104	1,579
20. Veteran Ave/Santa Monica Blvd	680	1,949	414	2,028	485	1,943	679	1,967
21. Westwood Blvd/Santa Monica Blvd	1,586	1,985	1,361	2,247	1,682	2,207	1,727	1,562
22. Overland Ave/Santa Monica Blvd	86	2,395	417	1,867	0	2,068	542	2,154
23. S Beverly Glen Blvd/Santa Monica Blvd	1,407	2,406	875	1,758	1,231	1,790	1,402	2,022
24. Century Park W/Santa Monica Blvd	0	2,129	730	1,775	0	1,875	364	2,394
25. Ave of the Stars/Santa Monica Blvd	0	1,808	1,333	1,886	12	2,235	649	2,129
26. Century Park E/Santa Monica Blvd	0	1,728	1,184	2,287	0	2,739	735	1,726
27. Bundy Dr/Olympic Blvd	979	1,894	1,829	2,138	1,951	1,887	1,334	1,666
28. Barrington Ave/Olympic Blvd	1,670	1,895	1,339	2,025	1,317	1,843	2,007	1,762
29. Sepulveda Blvd/Olympic Blvd	907	3,187	1,494	2,087	1,564	2,022	1,164	2,922
30. Veteran Ave/Olympic Blvd	565	2,995	234	1,894	337	1,876	440	3,033
31. Westwood Blvd/Olympic Blvd	1,672	3,116	1,122	1,912	1,230	2,038	1,492	3,062
32. Overland Ave/Olympic Blvd	518	3,395	649	2,087	457	2,210	841	3,141
33. S Beverly Glen Blvd/Olympic Blvd	1,406	3,044	646	2,143	845	2,192	1,156	3,046
34. Century Park W/Olympic Blvd	830	2,369	0	2,120	268	2,122	0	2,929
35. Century Park E/Olympic Blvd	921	2,807	812	2,848	964	2,700	960	2,766
36. Sepulveda Blvd/Pico Blvd	1,299	2,085	1,533	1,697	1,340	1,701	1,536	2,034
37. Veteran Ave/Pico Blvd	479	2,080	0	1,735	237	1,794	0	2,265
38. Westwood Blvd/Pico Blvd	1,294	2,475	887	1,780	1,129	1,693	1,491	2,122
39. Overland Ave/Pico Blvd	902	2,651	1,618	1,726	584	1,851	1,982	2,480
40. Fairfax Ave/3rd St	1,391	1,109	1,196	1,468	1,432	1,514	1,240	986
41. La Brea Ave/3rd St	1,812	1,193	1,938	838	1,875	933	1,786	1,185
42. Highland Ave/3rd St	1,631	1,220	1,199	928	1,348	832	1,604	1,194
43. Western Ave/3rd St	1,375	1,348	1,247	1,404	1,297	1,313	1,397	1,372
44. Vermont Ave/3rd St	1,675	1,356	1,724	1,389	1,934	1,281	1,479	1,451
45. Fairfax Ave/6th St	1,135	610	1,001	490	1,026	587	1,206	417
46. La Brea Ave/6th St	1,791	953	1,918	1,209	1,953	1,215	1,652	1,051
47. Highland Ave/6th St	1,559	927	1,315	1,214	1,294	1,280	1,487	954
48. Western Ave/6th St	1,404	1,335	1,271	1,201	1,309	1,210	1,360	1,332
49. Vermont Ave/6th St	1,354	1,494	1,720	1,284	1,784	430	2,241	1,397
50. Alvarado St/6th St	1,105	1,226	1,334	1,130	1,395	1,060	1,167	1,173
51. San Vicente Blvd/Wilshire Blvd	2,140	1,506	1,166	2,004	1,112	1,792	2,227	1,685
52. Fairfax Ave/Wilshire Blvd	1,727	1,141	1,391	2,085	1,514	1,963	1,700	1,168
53. La Brea Ave/Wilshire Blvd	1,583	1,266	1,659	1,644	1,903	1,340	1,726	1,183
54. Highland Ave/Wilshire Blvd	1,356	1,268	1,035	1,388	1,291	1,327	984	1,444
55. Crenshaw Blvd/Wilshire Blvd	0	1,282	1,179	1,589	0	1,610	825	1,616
56. Western Ave/Wilshire Blvd	1,109	1,432	1,539	838	1,494	880	1,230	1,331
57. Vermont Ave/Wilshire Blvd	1,252	1,391	1,757	1,387	1,580	1,326	1,463	1,438
58. Alvarado St/Wilshire Blvd	1,187	1,353	1,284	1,160	1,358	1,096	1,232	1,297
59. Fairfax Ave/8th St	1,167	373	1,144	121	1,190	448	1,165	0
60. La Brea Ave/8th St	1,727	203	1,653	436	1,634	297	1,813	276
61. Highland Ave/8th St	1,000	139	993	85	1,052	165	910	90
62. Crenshaw Blvd/8th St	769	400	1,324	343	1,196	400	1,106	134
63. Western Ave/8th St	1,507	816	1,166	615	1,170	701	1,471	763
64. Vermont Ave/8th St	1,549	1,373	1,640	993	1,621	999	1,474	1,461
65. Alvarado St/8th St	1,126	1,002	1,124	746	1,152	775	1,103	969
66. Fairfax Ave/San Vicente Blvd	1,231	1,067	969	1,273	1,174	1,263	1,193	909
67. Fairfax Ave/Olympic Blvd	1,201	1,294	726	2,321	934	2,048	983	1,576
68. San Vicente Blvd/Olympic Blvd	1,211	1,512	875	2,020	1,085	1,709	1,518	1,308
69. La Brea Ave/Olympic Blvd	1,970	1,397	1,716	1,976	1,892	1,940	1,854	1,373
70. Highland Ave/Olympic Blvd	965	1,425	765	2,004	1,018	1,867	916	1,360
71. Crenshaw Blvd/Olympic Blvd	1,161	1,634	1,376	2,037	1,314	2,114	1,189	1,588
72. Western Ave/Olympic Blvd	1,522	1,699	1,116	1,947	1,165	2,069	1,367	1,685
73. Vermont Ave/Olympic Blvd	1,417	1,723	1,563	1,955	1,627	1,925	1,339	1,769
74. Alvarado St/Olympic Blvd	1,159	1,800	1,058	1,566	1,186	1,512	962	1,922
75. Comstock Ave/Wilshire Blvd	121	2,304	281	2,256	388	2,297	121	2,158

2012WP Alt 3 PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	893	410	0	0	1,381	2,386	2,161	1,639	4,435	4,435
2. S Beverly Glen Blvd/Sunset Blvd	769	476	180	147	1,668	1,426	1,643	2,209	4,260	4,258
3. N Beverly Glen Blvd/Sunset Blvd	189	194	554	1,113	2,017	1,442	1,282	1,294	4,042	4,043
4. Centinela Ave/Wilshire Blvd	162	34	45	99	1,360	1,724	1,664	1,374	3,231	3,231
5. Bundy Dr/Wilshire Blvd	1,281	713	695	1,203	1,430	1,732	1,659	1,417	5,065	5,064
6. Barrington Ave/Wilshire Blvd	383	548	522	369	1,542	1,842	1,864	1,551	4,310	4,310
7. Federal Ave/Wilshire Blvd	756	330	1,255	1,428	1,563	1,864	2,707	2,657	6,281	6,279
8. Sepulveda Blvd/Wilshire Blvd	951	664	567	942	2,329	2,752	2,942	2,430	6,789	6,788
9. Veteran Ave/Wilshire Blvd	1,285	527	1,077	920	2,815	4,250	3,318	2,796	8,495	8,493
10. Westwood Blvd/Wilshire Blvd	805	1,068	1,156	798	2,353	2,339	2,063	2,169	6,377	6,374
11. S Beverly Glen Blvd/Wilshire Blvd	1,000	951	684	814	2,392	1,988	1,853	2,175	5,929	5,928
12. Santa Monica Blvd/Wilshire Blvd	1,054	1,392	1,535	1,588	2,471	2,372	2,308	2,016	7,368	7,367
13. Centinela Ave/Santa Monica Blvd	505	471	429	400	1,192	975	932	1,213	3,059	3,059
14. Bundy Dr/Santa Monica Blvd	1,422	1,016	876	1,279	1,220	882	870	1,212	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	720	787	689	712	1,294	1,124	1,123	1,203	3,826	3,825
16. Federal Ave/Santa Monica Blvd	303	510	545	403	1,228	1,103	1,157	1,216	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,387	1,293	0	1,710	1,528	1,917	2,006	4,921	4,921
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,250	0	0	2,056	2,187	1,747	1,536	2,171	5,973	5,974
19. Sepulveda Blvd/Santa Monica Blvd	1,245	1,104	884	1,076	1,723	1,579	1,576	1,667	5,427	5,426
20. Veteran Ave/Santa Monica Blvd	414	679	680	485	2,028	1,967	1,949	1,943	5,072	5,074
21. Westwood Blvd/Santa Monica Blvd	1,361	1,727	1,586	1,682	2,247	1,562	1,985	2,207	7,178	7,178
22. Overland Ave/Santa Monica Blvd	417	542	86	0	1,867	2,154	2,395	2,068	4,765	4,764
23. S Beverly Glen Blvd/Santa Monica Blvd	875	1,402	1,407	1,231	1,758	2,022	2,406	1,790	6,446	6,446
24. Century Park W/Santa Monica Blvd	730	364	0	0	1,775	2,394	2,129	1,875	4,634	4,633
25. Ave of the Stars/Santa Monica Blvd	1,333	649	0	12	1,886	2,129	1,808	2,235	5,027	5,026
26. Century Park E/Santa Monica Blvd	1,184	735	0	0	2,287	1,726	1,728	2,739	5,199	5,199
27. Bundy Dr/Olympic Blvd	1,829	1,334	979	1,951	2,138	1,666	1,894	1,887	6,839	6,838
28. Barrington Ave/Olympic Blvd	1,339	2,007	1,670	1,317	2,025	1,762	1,895	1,843	6,930	6,930
29. Sepulveda Blvd/Olympic Blvd	1,494	1,164	907	1,564	2,087	2,922	3,187	2,022	7,674	7,672
30. Veteran Ave/Olympic Blvd	234	440	565	337	1,894	3,033	2,995	1,876	5,687	5,686
31. Westwood Blvd/Olympic Blvd	1,122	1,492	1,672	1,230	1,912	3,062	3,116	2,038	7,823	7,823
32. Overland Ave/Olympic Blvd	649	841	518	457	2,087	3,141	3,395	2,210	6,650	6,649
33. S Beverly Glen Blvd/Olympic Blvd	646	1,156	1,406	845	2,143	3,046	3,044	2,192	7,240	7,239
34. Century Park W/Olympic Blvd	0	0	830	268	2,120	2,929	2,369	2,122	5,319	5,319
35. Century Park E/Olympic Blvd	812	960	921	964	2,848	2,766	2,807	2,700	7,388	7,390
36. Sepulveda Blvd/Pico Blvd	1,533	1,536	1,299	1,340	1,697	2,034	2,085	1,701	6,613	6,611
37. Veteran Ave/Pico Blvd	0	0	479	237	1,735	2,265	2,080	1,794	4,293	4,295
38. Westwood Blvd/Pico Blvd	887	1,491	1,294	1,129	1,780	2,122	2,475	1,693	6,437	6,435
39. Overland Ave/Pico Blvd	1,618	1,982	902	584	1,726	2,480	2,651	1,851	6,897	6,897
40. Fairfax Ave/3rd St	1,196	1,240	1,391	1,432	1,468	986	1,109	1,514	5,165	5,173
41. La Brea Ave/3rd St	1,938	1,786	1,812	1,875	838	1,185	1,193	933	5,780	5,779
42. Highland Ave/3rd St	1,199	1,604	1,631	1,348	928	1,194	1,220	832	4,979	4,979
43. Western Ave/3rd St	1,247	1,397	1,375	1,297	1,404	1,372	1,348	1,313	5,374	5,379
44. Vermont Ave/3rd St	1,724	1,479	1,675	1,934	1,389	1,451	1,356	1,281	6,145	6,145
45. Fairfax Ave/6th St	1,001	1,206	1,135	1,026	490	417	610	587	3,236	3,236
46. La Brea Ave/6th St	1,918	1,652	1,791	1,953	1,209	1,051	953	1,215	5,871	5,871
47. Highland Ave/6th St	1,315	1,487	1,559	1,294	1,214	954	927	1,280	5,016	5,015
48. Western Ave/6th St	1,271	1,360	1,404	1,309	1,201	1,332	1,335	1,210	5,212	5,211
49. Vermont Ave/6th St	1,720	2,241	1,354	1,784	1,284	1,397	1,494	430	5,853	5,853
50. Alvarado St/6th St	1,334	1,167	1,105	1,395	1,130	1,173	1,226	1,060	4,795	4,795
51. San Vicente Blvd/Wilshire Blvd	1,166	2,227	2,140	1,112	2,004	1,685	1,506	1,792	6,815	6,816
52. Fairfax Ave/Wilshire Blvd	1,391	1,700	1,727	1,514	2,085	1,168	1,141	1,963	6,345	6,346
53. La Brea Ave/Wilshire Blvd	1,659	1,726	1,583	1,903	1,644	1,183	1,266	1,340	6,152	6,152
54. Highland Ave/Wilshire Blvd	1,035	984	1,356	1,291	1,388	1,444	1,268	1,327	5,046	5,046
55. Crenshaw Blvd/Wilshire Blvd	1,179	825	0	0	1,589	1,616	1,282	1,610	4,051	4,052
56. Western Ave/Wilshire Blvd	1,539	1,230	1,109	1,494	838	1,331	1,432	880	4,918	4,934
57. Vermont Ave/Wilshire Blvd	1,757	1,463	1,252	1,580	1,387	1,438	1,391	1,326	5,786	5,807
58. Alvarado St/Wilshire Blvd	1,284	1,232	1,187	1,358	1,160	1,297	1,353	1,096	4,983	4,983
59. Fairfax Ave/8th St	1,144	1,165	1,167	1,190	121	0	373	448	2,804	2,803
60. La Brea Ave/8th St	1,653	1,813	1,727	1,634	436	276	203	297	4,019	4,019
61. Highland Ave/8th St	993	910	1,000	1,052	85	90	139	165	2,217	2,218
62. Crenshaw Blvd/8th St	1,324	1,106	769	1,196	343	134	400	400	2,837	2,837
63. Western Ave/8th St	1,166	1,471	1,507	1,170	615	763	816	701	4,104	4,105
64. Vermont Ave/8th St	1,640	1,474	1,549	1,621	993	1,461	1,373	999	5,555	5,555
65. Alvarado St/8th St	1,124	1,103	1,126	1,152	746	969	1,002	775	4,000	4,001
66. Fairfax Ave/San Vicente Blvd	969	1,193	1,231	1,174	1,273	909	1,067	1,263	4,539	4,540
67. Fairfax Ave/Olympic Blvd	726	983	1,201	934	2,321	1,576	1,294	2,048	5,542	5,541
68. San Vicente Blvd/Olympic Blvd	875	1,518	1,211	1,085	2,020	1,308	1,512	1,709	5,618	5,619
69. La Brea Ave/Olympic Blvd	1,716	1,854	1,970	1,892	1,976	1,373	1,397	1,940	7,059	7,059
70. Highland Ave/Olympic Blvd	765	916	965	1,018	2,004	1,360	1,425	1,867	5,159	5,160
71. Crenshaw Blvd/Olympic Blvd	1,376	1,189	1,161	1,314	2,037	1,588	1,634	2,114	6,208	6,206
72. Western Ave/Olympic Blvd	1,116	1,367	1,522	1,165	1,947	1,685	1,699	2,069	6,284	6,286
73. Vermont Ave/Olympic Blvd	1,563	1,339	1,417	1,627	1,955	1,769	1,723	1,925	6,658	6,659
74. Alvarado St/Olympic Blvd	1,058	962	1,159	1,186	1,566	1,922	1,800	1,512	5,583	5,582
75. Comstock Ave/Wilshire Blvd	281	121	121	388	2,256	2,158	2,304	2,297	4,962	4,964

YEAR 2020 WITHOUT PROJECT CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2020NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,416	949	1,756	0	1,391	1,514	1,217	4,121	4,122
2. S Beverly Glen Blvd/Sunset Blvd	0	2,707	222	810	0	930	759	2,051	3,739	3,740
3. N Beverly Glen Blvd/Sunset Blvd	1,310	1,523	930	0	292	764	2,707	0	3,763	3,763
4. Centinela Ave/Wilshire Blvd	0	1,405	165	1,114	0	1,209	216	1,259	2,684	2,684
5. Bundy Dr/Wilshire Blvd	719	1529	1028	1107	828	1218	1025	1311	4,383	4,382
6. Barrington Ave/Wilshire Blvd	648	1,675	536	1,463	505	1,521	512	1,786	4,322	4,324
7. Federal Ave/Wilshire Blvd	2,194	1,530	615	1,521	1,151	2,446	587	1,675	5,860	5,859
8. Sepulveda Blvd/Wilshire Blvd	1,403	2,312	675	2,633	419	2,828	1,277	2,499	7,023	7,023
9. Veteran Ave/Wilshire Blvd	1,501	1,793	587	4,062	1,166	3,418	953	2,402	7,943	7,939
10. Westwood Blvd/Wilshire Blvd	1,101	1,913	983	2,644	2,504	1,849	727	1,558	6,641	6,638
11. S Beverly Glen Blvd/Wilshire Blvd	702	2,311	784	2,095	670	1,603	1,107	2,513	5,892	5,893
12. Santa Monica Blvd/Wilshire Blvd	1,711	2,166	1,405	2,034	1,461	1,530	1,890	2,436	7,316	7,317
13. Centinela Ave/Santa Monica Blvd	216	943	345	1,000	165	806	262	1,271	2,504	2,504
14. Bundy Dr/Santa Monica Blvd	1,025	1,316	1,597	806	1,028	1,116	1,658	943	4,744	4,745
15. Barrington Ave/Santa Monica Blvd	731	1,451	681	1,273	778	1,117	847	1,394	4,136	4,136
16. Federal Ave/Santa Monica Blvd	594	1,507	342	1,117	509	1,294	305	1,451	3,560	3,559
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,070	1,941	0	2,045	0	2,228	379	2,449	5,056	5,056
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,862	1,110	2,228	1,276	1,983	0	1,941	5,200	5,200
19. Sepulveda Blvd/Santa Monica Blvd	1,339	1,727	1,224	1,983	1,134	2,063	1,215	1,862	6,273	6,274
20. Veteran Ave/Santa Monica Blvd	251	1,985	520	2,063	812	2,029	251	1,727	4,819	4,819
21. Westwood Blvd/Santa Monica Blvd	1,124	1,835	1,745	2,024	1,647	1,942	1,302	1,838	6,728	6,729
22. Overland Ave/Santa Monica Blvd	0	2,227	577	1,942	0	2,474	437	1,835	4,746	4,746
23. S Beverly Glen Blvd/Santa Monica Blvd	982	2,038	904	2,126	721	2,260	1,260	1,808	6,050	6,049
24. Century Park W/Santa Monica Blvd	0	1,861	728	2,089	0	2,268	675	1,735	4,678	4,678
25. Ave of the Stars/Santa Monica Blvd	0	1,570	802	2,268	0	1,934	846	1,861	4,640	4,641
26. Century Park E/Santa Monica Blvd	0	2,652	368	1,760	0	2,035	277	2,468	4,780	4,780
27. Bundy Dr/Olympic Blvd	1,245	1,773	1,620	1,397	1,529	1,327	1,261	1,918	6,035	6,035
28. Barrington Ave/Olympic Blvd	810	1,927	1,727	1,327	1,219	1,666	1,134	1,773	5,791	5,792
29. Sepulveda Blvd/Olympic Blvd	1,215	2,130	1,230	2,411	1,224	2,383	1,131	2,248	6,986	6,986
30. Veteran Ave/Olympic Blvd	251	2,278	381	2,383	520	2,307	336	2,130	5,293	5,293
31. Westwood Blvd/Olympic Blvd	1,120	2,096	1,459	2,344	1,557	2,219	1,254	1,988	7,019	7,018
32. Overland Ave/Olympic Blvd	437	2,196	721	2,219	577	2,370	529	2,096	5,573	5,572
33. S Beverly Glen Blvd/Olympic Blvd	844	2,077	1,499	2,228	1,568	2,492	704	1,884	6,648	6,648
34. Century Park W/Olympic Blvd	380	2,339	0	2,078	1,122	1,886	0	1,790	4,797	4,798
35. Century Park E/Olympic Blvd	106	2,965	1,242	2,238	1,176	1,704	480	3,191	6,551	6,551
36. Sepulveda Blvd/Pico Blvd	1,364	1,619	1,669	1,182	1,493	1,805	1,137	1,400	5,834	5,835
37. Veteran Ave/Pico Blvd	103	1,626	0	1,805	118	1,797	0	1,619	3,534	3,534
38. Westwood Blvd/Pico Blvd	961	1,864	1,711	1,613	1,444	2,128	807	1,770	6,149	6,149
39. Overland Ave/Pico Blvd	529	2,254	1,628	2,128	721	2,778	1,177	1,864	6,539	6,540
40. Fairfax Ave/3rd St	1,402	1,669	961	743	979	977	1,231	1,597	4,775	4,784
41. La Brea Ave/3rd St	1,965	1,341	1,731	1,109	1,567	1,127	2,231	1,221	6,146	6,146
42. Highland Ave/3rd St	1,612	1,228	1,561	1,039	1,333	1,078	1,871	1,158	5,440	5,440
43. Western Ave/3rd St	1,291	1,280	1,183	1,157	926	1,135	1,462	1,396	4,911	4,919
44. Vermont Ave/3rd St	2,211	1,337	1,403	1,770	1,394	1,950	2,106	1,271	6,721	6,721
45. Fairfax Ave/6th St	1,231	890	820	496	971	344	1,412	709	3,437	3,436
46. La Brea Ave/6th St	2,231	1,082	1,606	796	1,731	643	2,045	1,295	5,715	5,714
47. Highland Ave/6th St	1,871	1,122	1,426	643	1,561	847	1,572	1,082	5,062	5,062
48. Western Ave/6th St	1,456	1,069	1,101	1,323	809	1,204	1,596	1,339	4,949	4,948
49. Vermont Ave/6th St	2,287	998	1,791	1,324	1,449	1,182	2,537	1,231	6,400	6,399
50. Alvarado St/6th St	1,338	990	1,035	1,363	824	1,384	1,653	866	4,726	4,727
51. San Vicente Blvd/Wilshire Blvd	1,126	2,312	1,579	992	1,366	1,369	836	2,438	6,009	6,009
52. Fairfax Ave/Wilshire Blvd	1,412	2,000	1,085	1,528	820	1,414	1,554	2,238	6,025	6,026
53. La Brea Ave/Wilshire Blvd	2,045	1,830	1,942	1,325	1,606	1,486	2,232	1,819	7,142	7,143
54. Highland Ave/Wilshire Blvd	1,572	1,846	821	1,486	1,426	1,525	943	1,830	5,725	5,724
55. Crenshaw Blvd/Wilshire Blvd	0	2,616	1,228	1,496	0	2,251	1,343	1,747	5,340	5,341
56. Western Ave/Wilshire Blvd	1,596	1,772	1,264	1,860	1,101	1,781	1,602	2,024	6,492	6,508
57. Vermont Ave/Wilshire Blvd	2,537	1,636	1,332	1,667	1,791	1,828	1,807	1,766	7,172	7,192
58. Alvarado St/Wilshire Blvd	1,653	908	1,192	1,589	1,035	1,490	1,736	1,081	5,342	5,342
59. Fairfax Ave/8th St	1,554	563	722	70	1,085	909	916	0	2,909	2,910
60. La Brea Ave/8th St	2,232	510	1,936	104	1,942	129	2,147	564	4,782	4,782
61. Highland Ave/8th St	943	745	1,015	129	821	603	899	510	2,832	2,833
62. Crenshaw Blvd/8th St	1,343	589	1,206	191	1,228	397	1,447	257	3,329	3,329
63. Western Ave/8th St	1,525	776	1,107	603	1,258	756	1,287	710	4,011	4,011
64. Vermont Ave/8th St	1,547	1,009	1,365	1,360	1,360	1,316	1,561	1,043	5,281	5,280
65. Alvarado St/8th St	1,561	604	1,053	987	1,104	1,079	1,460	562	4,205	4,205
66. Fairfax Ave/San Vicente Blvd	1,291	2,034	1,418	1,365	1,439	1,277	1,379	2,014	6,108	6,109
67. Fairfax Ave/Olympic Blvd	1,379	2,437	738	2,164	1,418	1,793	779	2,728	6,718	6,718
68. San Vicente Blvd/Olympic Blvd	1,277	2,657	1,817	1,793	2,034	1,742	1,331	2,437	7,544	7,544
69. La Brea Ave/Olympic Blvd	2,147	1,966	2,169	1,754	1,936	1,749	2,010	2,339	8,036	8,034
70. Highland Ave/Olympic Blvd	848	1,951	871	1,749	941	1,730	784	1,966	5,419	5,421
71. Crenshaw Blvd/Olympic Blvd	1,447	1,929	1,120	1,991	1,206	1,796	1,295	2,189	6,487	6,486
72. Western Ave/Olympic Blvd	1,559	1,866	1,164	1,825	1,266	1,799	1,390	1,959	6,414	6,414
73. Vermont Ave/Olympic Blvd	1,567	2,036	1,469	2,065	1,479	2,172	1,612	1,874	7,137	7,137
74. Alvarado St/Olympic Blvd	1,510	1,315	895	1,717	975	1,835	1,029	1,599	5,437	5,438
75. Comstock Ave/Wilshire Blvd	429	2,496	0	1,603	421	1,796	0	2,311	4,528	4,528

AM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	182	77	142	0	46	209	148
2. S Beverly Glen Blvd/Sunset Blvd	0	370	-5	144	0	131	78	301
3. N Beverly Glen Blvd/Sunset Blvd	194	191	131	0	-2	148	370	0
4. Centinela Ave/Wilshire Blvd	0	162	18	98	0	113	27	138
5. Bundy Dr/Wilshire Blvd	76	145	110	93	73	102	103	145
6. Barrington Ave/Wilshire Blvd	54	196	16	99	12	131	46	178
7. Federal Ave/Wilshire Blvd	180	159	112	131	219	129	36	196
8. Sepulveda Blvd/Wilshire Blvd	-33	227	90	143	4	190	53	179
x 9. Veteran Ave/Wilshire Blvd	175	174	57	352	73	264	113	304
10. Westwood Blvd/Wilshire Blvd	29	274	124	269	281	165	33	214
11. S Beverly Glen Blvd/Wilshire Blvd	114	402	32	249	50	251	131	365
12. Santa Monica Blvd/Wilshire Blvd	150	333	141	168	128	270	112	282
13. Centinela Ave/Santa Monica Blvd	27	103	9	138	18	132	28	99
14. Bundy Dr/Santa Monica Blvd	103	149	219	132	110	185	206	103
15. Barrington Ave/Santa Monica Blvd	61	93	32	193	36	117	74	153
16. Federal Ave/Santa Monica Blvd	63	108	40	117	62	110	61	93
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	53	125	0	138	0	251	-148	213
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	109	97	251	157	175	0	125
19. Sepulveda Blvd/Santa Monica Blvd	100	189	161	175	177	187	154	109
20. Veteran Ave/Santa Monica Blvd	52	174	96	187	117	144	58	189
21. Westwood Blvd/Santa Monica Blvd	128	270	195	229	211	210	200	203
22. Overland Ave/Santa Monica Blvd	0	275	123	210	0	299	38	270
23. S Beverly Glen Blvd/Santa Monica Blvd	120	229	99	247	88	263	140	202
24. Century Park W/Santa Monica Blvd	0	237	100	281	0	316	102	199
25. Ave of the Stars/Santa Monica Blvd	0	239	130	316	0	337	113	237
26. Century Park E/Santa Monica Blvd	0	286	41	257	0	216	73	296
27. Bundy Dr/Olympic Blvd	145	224	93	184	137	160	158	192
28. Barrington Ave/Olympic Blvd	65	217	171	160	86	177	128	224
29. Sepulveda Blvd/Olympic Blvd	154	208	129	201	161	138	111	283
30. Veteran Ave/Olympic Blvd	58	216	81	138	96	117	71	208
31. Westwood Blvd/Olympic Blvd	176	220	228	169	228	187	187	190
32. Overland Ave/Olympic Blvd	38	275	133	187	123	184	105	220
33. S Beverly Glen Blvd/Olympic Blvd	71	297	180	174	173	231	72	245
34. Century Park W/Olympic Blvd	92	317	0	215	106	258	0	260
35. Century Park E/Olympic Blvd	28	462	140	294	153	291	85	395
36. Sepulveda Blvd/Pico Blvd	152	297	155	179	172	263	164	184
37. Veteran Ave/Pico Blvd	31	261	0	263	38	219	0	297
38. Westwood Blvd/Pico Blvd	168	248	284	247	228	320	150	248
39. Overland Ave/Pico Blvd	105	288	233	320	133	419	148	248
40. Fairfax Ave/3rd St	207	210	77	119	113	80	144	287
41. La Brea Ave/3rd St	276	150	150	143	129	142	308	140
42. Highland Ave/3rd St	179	166	132	141	126	140	239	112
43. Western Ave/3rd St	210	126	170	167	120	158	245	158
44. Vermont Ave/3rd St	321	112	169	194	137	262	321	76
45. Fairfax Ave/6th St	144	137	72	73	87	67	155	115
46. La Brea Ave/6th St	308	172	127	125	150	95	299	187
47. Highland Ave/6th St	239	155	137	95	132	105	216	172
48. Western Ave/6th St	242	144	100	202	100	201	217	168
49. Vermont Ave/6th St	339	102	142	215	152	141	427	77
50. Alvarado St/6th St	230	110	164	187	107	183	329	72
51. San Vicente Blvd/Wilshire Blvd	247	313	284	195	195	248	256	340
52. Fairfax Ave/Wilshire Blvd	155	256	81	220	72	220	141	280
53. La Brea Ave/Wilshire Blvd	299	220	164	183	127	207	335	197
54. Highland Ave/Wilshire Blvd	216	215	60	207	137	222	116	220
55. Crenshaw Blvd/Wilshire Blvd	0	261	81	247	0	215	156	219
56. Western Ave/Wilshire Blvd	217	208	122	281	100	246	255	244
57. Vermont Ave/Wilshire Blvd	427	204	76	201	142	310	269	207
58. Alvarado St/Wilshire Blvd	329	111	177	279	164	260	337	135
59. Fairfax Ave/8th St	141	42	76	24	81	92	110	0
60. La Brea Ave/8th St	335	50	162	30	164	35	289	88
61. Highland Ave/8th St	116	88	71	35	60	108	94	50
62. Crenshaw Blvd/8th St	156	124	68	69	81	93	208	35
63. Western Ave/8th St	246	71	163	69	124	112	227	86
64. Vermont Ave/8th St	220	110	128	222	112	222	214	130
65. Alvarado St/8th St	298	120	122	159	168	212	229	90
66. Fairfax Ave/San Vicente Blvd	149	240	148	280	127	234	194	262
67. Fairfax Ave/Olympic Blvd	194	255	68	244	148	230	74	308
68. San Vicente Blvd/Olympic Blvd	234	401	95	230	240	246	220	255
69. La Brea Ave/Olympic Blvd	289	205	179	248	162	239	293	225
70. Highland Ave/Olympic Blvd	84	174	68	239	60	222	80	205
71. Crenshaw Blvd/Olympic Blvd	208	198	51	253	68	249	190	201
72. Western Ave/Olympic Blvd	222	217	116	283	132	287	204	216
73. Vermont Ave/Olympic Blvd	172	230	127	306	126	315	184	209
74. Alvarado St/Olympic Blvd	275	135	138	221	122	278	188	182
75. Comstock Ave/Wilshire Blvd	77	362	0	251	32	256	0	402

AM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	182	77	142	0	46	209	148
2. S Beverly Glen Blvd/Sunset Blvd	0	370	-5	144	0	131	78	301
3. N Beverly Glen Blvd/Sunset Blvd	194	191	131	0	-2	148	370	0
4. Centinela Ave/Wilshire Blvd	0	162	18	98	0	113	27	138
5. Bundy Dr/Wilshire Blvd	76	145	110	93	73	102	103	145
6. Barrington Ave/Wilshire Blvd	54	196	16	99	12	131	46	178
7. Federal Ave/Wilshire Blvd	180	159	112	131	219	129	36	196
8. Sepulveda Blvd/Wilshire Blvd	-33	227	90	143	4	190	53	179
9. Veteran Ave/Wilshire Blvd	175	174	57	352	73	264	113	304
10. Westwood Blvd/Wilshire Blvd	29	274	124	269	281	165	33	214
11. S Beverly Glen Blvd/Wilshire Blvd	114	402	32	249	50	251	131	365
12. Santa Monica Blvd/Wilshire Blvd	150	333	141	168	128	270	112	282
13. Centinela Ave/Santa Monica Blvd	27	103	9	138	18	132	28	99
14. Bundy Dr/Santa Monica Blvd	103	149	219	132	110	185	206	103
15. Barrington Ave/Santa Monica Blvd	61	93	32	193	36	117	74	153
16. Federal Ave/Santa Monica Blvd	63	108	40	117	62	110	61	93
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	53	125	0	138	0	251	-148	213
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	109	97	251	157	175	0	125
19. Sepulveda Blvd/Santa Monica Blvd	100	189	161	175	177	187	154	109
20. Veteran Ave/Santa Monica Blvd	52	174	96	187	117	144	58	189
21. Westwood Blvd/Santa Monica Blvd	128	270	195	229	211	210	200	203
22. Overland Ave/Santa Monica Blvd	0	275	123	210	0	299	38	270
23. S Beverly Glen Blvd/Santa Monica Blvd	120	229	99	247	88	263	140	202
24. Century Park W/Santa Monica Blvd	0	237	100	281	0	316	102	199
25. Ave of the Stars/Santa Monica Blvd	0	239	130	316	0	337	113	237
26. Century Park E/Santa Monica Blvd	0	286	41	257	0	216	73	296
27. Bundy Dr/Olympic Blvd	145	224	93	184	137	160	158	192
28. Barrington Ave/Olympic Blvd	65	217	171	160	86	177	128	224
29. Sepulveda Blvd/Olympic Blvd	154	208	129	201	161	138	111	283
30. Veteran Ave/Olympic Blvd	58	216	81	138	96	117	71	208
31. Westwood Blvd/Olympic Blvd	176	220	228	169	228	187	187	190
32. Overland Ave/Olympic Blvd	38	275	133	187	123	184	105	220
33. S Beverly Glen Blvd/Olympic Blvd	71	297	180	174	173	231	72	245
34. Century Park W/Olympic Blvd	92	317	0	215	106	258	0	260
35. Century Park E/Olympic Blvd	28	462	140	294	153	291	85	395
36. Sepulveda Blvd/Pico Blvd	152	297	155	179	172	263	164	184
37. Veteran Ave/Pico Blvd	31	261	0	263	38	219	0	297
38. Westwood Blvd/Pico Blvd	168	248	284	247	228	320	150	248
39. Overland Ave/Pico Blvd	105	288	233	320	133	419	148	248
40. Fairfax Ave/3rd St	207	210	77	119	113	80	144	287
41. La Brea Ave/3rd St	276	150	150	143	129	142	308	140
42. Highland Ave/3rd St	179	166	132	141	126	140	239	112
43. Western Ave/3rd St	210	126	170	167	120	158	245	158
44. Vermont Ave/3rd St	321	112	169	194	137	262	321	76
45. Fairfax Ave/6th St	144	137	72	73	87	67	155	115
46. La Brea Ave/6th St	308	172	127	125	150	95	299	187
47. Highland Ave/6th St	239	155	137	95	132	105	216	172
48. Western Ave/6th St	242	144	100	202	100	201	217	168
49. Vermont Ave/6th St	339	102	142	215	152	141	427	77
50. Alvarado St/6th St	230	110	164	187	107	183	329	72
51. San Vicente Blvd/Wilshire Blvd	247	313	284	195	195	248	256	340
52. Fairfax Ave/Wilshire Blvd	155	256	81	220	72	220	141	280
53. La Brea Ave/Wilshire Blvd	299	220	164	183	127	207	335	197
54. Highland Ave/Wilshire Blvd	216	215	60	207	137	222	116	220
55. Crenshaw Blvd/Wilshire Blvd	0	261	81	247	0	215	156	219
56. Western Ave/Wilshire Blvd	217	208	122	281	100	246	255	244
57. Vermont Ave/Wilshire Blvd	427	204	76	201	142	310	269	207
58. Alvarado St/Wilshire Blvd	329	111	177	279	164	260	337	135
59. Fairfax Ave/8th St	141	42	76	24	81	92	110	0
60. La Brea Ave/8th St	335	50	162	30	164	35	289	88
61. Highland Ave/8th St	116	88	71	35	60	108	94	50
62. Crenshaw Blvd/8th St	156	124	68	69	81	93	208	35
63. Western Ave/8th St	246	71	163	69	124	112	227	86
64. Vermont Ave/8th St	220	110	128	222	112	222	214	130
65. Alvarado St/8th St	298	120	122	159	168	212	229	90
66. Fairfax Ave/San Vicente Blvd	149	240	148	280	127	234	194	262
67. Fairfax Ave/Olympic Blvd	194	255	68	244	148	230	74	308
68. San Vicente Blvd/Olympic Blvd	234	401	95	230	240	246	220	255
69. La Brea Ave/Olympic Blvd	289	205	179	248	162	239	293	225
70. Highland Ave/Olympic Blvd	84	174	68	239	60	222	80	205
71. Crenshaw Blvd/Olympic Blvd	208	198	51	253	68	249	190	201
72. Western Ave/Olympic Blvd	222	217	116	283	132	287	204	216
73. Vermont Ave/Olympic Blvd	172	230	127	306	126	315	184	209
74. Alvarado St/Olympic Blvd	275	135	138	221	122	278	188	182
75. Comstock Ave/Wilshire Blvd	77	362	0	251	32	256	0	402

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2020 AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,631	590	2,324	0	2,490	732	1,324
2. S Beverly Glen Blvd/Sunset Blvd	169	2,460	482	1,081	179	1,328	694	1,992
3. N Beverly Glen Blvd/Sunset Blvd	1,228	1,385	131	1,198	350	1,140	370	2,083
4. Centinela Ave/Wilshire Blvd	20	1,689	186	1,109	49	1,137	107	1,711
5. Bundy Dr/Wilshire Blvd	785	1,650	958	1,363	817	1,382	850	1,706
6. Barrington Ave/Wilshire Blvd	712	1,834	627	1,239	497	1,508	536	1,873
7. Federal Ave/Wilshire Blvd	1,747	2,739	603	1,903	1,398	3,276	413	1,904
8. Sepulveda Blvd/Wilshire Blvd	1,179	2,971	756	3,116	381	3,503	943	3,192
9. Veteran Ave/Wilshire Blvd	620	2,711	1,059	4,748	1,273	4,223	476	3,162
10. Westwood Blvd/Wilshire Blvd	521	2,412	985	2,867	1,413	2,346	609	2,415
11. S Beverly Glen Blvd/Wilshire Blvd	857	2,344	718	2,536	648	2,258	1,193	2,356
12. Santa Monica Blvd/Wilshire Blvd	2,151	2,282	909	2,315	1,457	1,841	1,754	2,605
13. Centinela Ave/Santa Monica Blvd	334	1,179	473	883	398	906	372	1,194
14. Bundy Dr/Santa Monica Blvd	1,065	1,265	1,212	870	1,060	922	1,170	1,261
15. Barrington Ave/Santa Monica Blvd	686	1,289	780	1,288	688	1,272	711	1,372
16. Federal Ave/Santa Monica Blvd	392	1,391	281	1,244	373	1,347	275	1,310
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,214	2,209	0	1,713	0	1,978	1,289	1,868
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,669	2,021	1,963	1,305	2,133	0	2,216
19. Sepulveda Blvd/Santa Monica Blvd	680	1,752	1,074	2,072	995	2,000	935	1,649
20. Veteran Ave/Santa Monica Blvd	385	1,798	511	2,094	579	2,084	320	1,803
21. Westwood Blvd/Santa Monica Blvd	948	2,032	1,385	2,238	1,511	2,265	1,065	1,763
22. Overland Ave/Santa Monica Blvd	149	2,177	448	1,990	0	2,274	438	2,051
23. S Beverly Glen Blvd/Santa Monica Blvd	1,796	1,591	1,083	2,047	913	2,624	1,384	1,595
24. Century Park W/Santa Monica Blvd	0	1,691	284	2,719	0	2,564	583	1,546
25. Ave of the Stars/Santa Monica Blvd	0	1,972	623	2,566	6	2,215	1,258	1,684
26. Century Park E/Santa Monica Blvd	0	2,813	439	2,132	0	1,768	1,588	2,028
27. Bundy Dr/Olympic Blvd	1,586	2,216	1,933	1,631	1,767	1,877	1,531	2,193
28. Barrington Ave/Olympic Blvd	990	1,946	1,739	1,608	1,270	2,053	778	2,184
29. Sepulveda Blvd/Olympic Blvd	752	2,436	1,442	2,119	1,286	2,229	689	2,547
30. Veteran Ave/Olympic Blvd	315	2,311	479	2,073	460	2,140	253	2,325
31. Westwood Blvd/Olympic Blvd	830	2,416	1,265	2,230	1,266	2,420	717	2,338
32. Overland Ave/Olympic Blvd	385	2,480	709	2,556	389	2,819	537	2,383
33. S Beverly Glen Blvd/Olympic Blvd	1,298	2,566	1,165	3,086	1,097	3,475	814	2,726
34. Century Park W/Olympic Blvd	254	2,327	0	3,767	1,103	3,036	0	2,209
35. Century Park E/Olympic Blvd	1,436	3,121	911	2,082	662	2,524	646	3,718
36. Sepulveda Blvd/Pico Blvd	760	1,664	1,798	1,986	1,480	2,119	791	1,819
37. Veteran Ave/Pico Blvd	129	1,735	0	2,131	258	1,994	0	1,743
38. Westwood Blvd/Pico Blvd	726	1,892	1,246	1,898	1,335	1,983	621	1,823
39. Overland Ave/Pico Blvd	637	1,989	1,905	1,997	716	2,910	1,130	1,775
40. Fairfax Ave/3rd St	1,532	1,956	989	808	1,079	926	1,497	1,794
41. La Brea Ave/3rd St	2,064	1,628	1,623	1,223	1,570	1,208	2,102	1,659
42. Highland Ave/3rd St	1,610	1,570	1,257	1,215	1,355	1,138	1,646	1,512
43. Western Ave/3rd St	1,445	1,318	1,205	1,351	1,157	1,392	1,382	1,397
44. Vermont Ave/3rd St	1,756	1,284	1,456	1,492	1,543	1,466	1,653	1,326
45. Fairfax Ave/6th St	1,448	835	736	345	797	396	1,532	636
46. La Brea Ave/6th St	2,072	1,296	1,600	841	1,592	828	1,963	1,424
47. Highland Ave/6th St	1,655	1,256	1,269	773	1,260	811	1,549	1,332
48. Western Ave/6th St	1,370	1,103	1,069	1,094	1,074	1,087	1,304	1,171
49. Vermont Ave/6th St	1,655	1,233	1,499	1,409	1,504	1,404	1,652	1,235
50. Alvarado St/6th St	1,512	802	1,075	1,332	1,080	1,242	1,564	836
51. San Vicente Blvd/Wilshire Blvd	1,583	1,858	1,875	1,466	1,693	1,539	1,352	2,198
52. Fairfax Ave/Wilshire Blvd	1,847	1,851	1,301	1,038	1,112	1,134	1,625	2,168
53. La Brea Ave/Wilshire Blvd	1,891	1,846	1,585	1,297	1,524	1,312	1,835	1,948
54. Highland Ave/Wilshire Blvd	1,361	1,790	1,042	1,316	1,305	1,316	947	1,938
55. Crenshaw Blvd/Wilshire Blvd	0	1,988	1,194	1,584	0	1,623	848	2,296
56. Western Ave/Wilshire Blvd	1,259	1,460	1,066	1,325	973	1,412	1,196	1,546
57. Vermont Ave/Wilshire Blvd	1,677	1,646	1,457	1,621	1,434	1,737	1,515	1,735
58. Alvarado St/Wilshire Blvd	1,532	1,045	1,071	1,451	1,079	1,433	1,433	1,153
59. Fairfax Ave/8th St	1,214	462	1,123	42	1,217	322	1,302	0
60. La Brea Ave/8th St	1,862	246	1,623	187	1,572	129	1,836	380
61. Highland Ave/8th St	972	116	1,117	57	1,110	148	881	125
62. Crenshaw Blvd/8th St	793	621	1,212	263	1,142	384	1,124	238
63. Western Ave/8th St	1,364	611	1,146	695	1,134	727	1,360	595
64. Vermont Ave/8th St	1,398	684	1,649	871	1,543	889	1,346	821
65. Alvarado St/8th St	1,199	661	1,091	824	1,117	904	1,096	657
66. Fairfax Ave/San Vicente Blvd	1,340	1,878	999	1,034	1,174	957	1,277	1,843
67. Fairfax Ave/Olympic Blvd	1,227	1,894	925	1,576	1,002	1,490	859	2,269
68. San Vicente Blvd/Olympic Blvd	999	2,529	1,385	1,506	1,844	1,368	1,135	2,074
69. La Brea Ave/Olympic Blvd	1,960	1,762	1,656	1,442	1,628	1,471	1,799	1,920
70. Highland Ave/Olympic Blvd	883	1,835	815	1,482	862	1,395	939	1,820
71. Crenshaw Blvd/Olympic Blvd	1,227	2,618	1,263	1,513	1,201	1,543	1,205	2,669
72. Western Ave/Olympic Blvd	1,382	1,762	1,143	1,947	1,126	2,032	1,181	1,896
73. Vermont Ave/Olympic Blvd	1,344	1,670	1,479	1,773	1,469	1,767	1,297	1,732
74. Alvarado St/Olympic Blvd	1,271	1,131	1,000	1,731	1,025	1,796	904	1,411
75. Comstock Ave/Wilshire Blvd	320	2,588	126	2,357	227	2,475	215	2,474

POST-PROCESS THESE NUMBERS

2020NP AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	590	732	0	0	2,324	1,324	1,631	2,490	4,545	4,547
2. S Beverly Glen Blvd/Sunset Blvd	482	694	169	179	1,081	1,992	2,460	1,328	4,192	4,193
3. N Beverly Glen Blvd/Sunset Blvd	131	370	1,228	350	1,198	2,083	1,385	1,140	3,943	3,943
4. Centinela Ave/Wilshire Blvd	186	107	20	49	1,109	1,711	1,689	1,137	3,003	3,003
5. Bundy Dr/Wilshire Blvd	958	850	785	817	1,363	1,706	1,650	1,382	4,756	4,755
6. Barrington Ave/Wilshire Blvd	627	536	712	497	1,239	1,873	1,834	1,508	4,412	4,414
7. Federal Ave/Wilshire Blvd	603	413	1,747	1,398	1,903	1,904	2,739	3,276	6,993	6,991
8. Sepulveda Blvd/Wilshire Blvd	756	943	1,179	381	3,116	3,192	2,971	3,503	8,021	8,020
9. Veteran Ave/Wilshire Blvd	1,059	476	620	1,273	4,748	3,162	2,711	4,223	9,138	9,134
10. Westwood Blvd/Wilshire Blvd	985	609	521	1,413	2,867	2,415	2,412	2,346	6,785	6,782
11. S Beverly Glen Blvd/Wilshire Blvd	718	1,193	857	648	2,536	2,356	2,344	2,258	6,455	6,455
12. Santa Monica Blvd/Wilshire Blvd	909	1,754	2,151	1,457	2,315	2,605	2,282	1,841	7,657	7,657
13. Centinela Ave/Santa Monica Blvd	473	372	334	398	883	1,194	1,179	906	2,869	2,869
14. Bundy Dr/Santa Monica Blvd	1,212	1,170	1,065	1,060	870	1,261	1,265	922	4,412	4,413
15. Barrington Ave/Santa Monica Blvd	780	711	686	688	1,288	1,372	1,289	1,272	4,042	4,043
16. Federal Ave/Santa Monica Blvd	281	275	392	373	1,244	1,310	1,391	1,347	3,307	3,305
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,289	1,214	0	1,713	1,868	2,209	1,978	5,136	5,136
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,021	0	0	1,305	1,963	2,216	1,669	2,133	5,654	5,654
19. Sepulveda Blvd/Santa Monica Blvd	1,074	935	680	995	2,072	1,649	1,752	2,000	5,577	5,579
20. Veteran Ave/Santa Monica Blvd	511	320	385	579	2,094	1,803	1,798	2,084	4,788	4,787
21. Westwood Blvd/Santa Monica Blvd	1,385	1,065	948	1,511	2,238	1,763	2,032	2,265	6,602	6,604
22. Overland Ave/Santa Monica Blvd	448	438	149	0	1,990	2,051	2,177	2,274	4,764	4,763
23. S Beverly Glen Blvd/Santa Monica Blvd	1,083	1,384	1,796	913	2,047	1,595	1,591	2,624	6,518	6,516
24. Century Park W/Santa Monica Blvd	284	583	0	0	2,719	1,546	1,691	2,564	4,694	4,693
25. Ave of the Stars/Santa Monica Blvd	623	1,258	0	6	2,566	1,684	1,972	2,215	5,161	5,163
26. Century Park E/Santa Monica Blvd	439	1,588	0	0	2,132	2,028	2,813	1,768	5,384	5,385
27. Bundy Dr/Olympic Blvd	1,933	1,531	1,586	1,767	1,631	2,193	2,216	1,877	7,367	7,368
28. Barrington Ave/Olympic Blvd	1,739	778	990	1,270	1,608	2,184	1,946	2,053	6,284	6,286
29. Sepulveda Blvd/Olympic Blvd	1,442	689	752	1,286	2,119	2,547	2,436	2,229	6,750	6,751
30. Veteran Ave/Olympic Blvd	479	253	315	460	2,073	2,325	2,311	2,140	5,179	5,178
31. Westwood Blvd/Olympic Blvd	1,265	717	830	1,266	2,230	2,338	2,416	2,420	6,742	6,741
32. Overland Ave/Olympic Blvd	709	537	385	389	2,556	2,383	2,480	2,819	6,129	6,128
33. S Beverly Glen Blvd/Olympic Blvd	1,165	814	1,298	1,097	3,086	2,726	2,566	3,475	8,114	8,113
34. Century Park W/Olympic Blvd	0	0	254	1,103	3,767	2,209	2,327	3,036	6,348	6,348
35. Century Park E/Olympic Blvd	911	646	1,436	662	2,082	3,718	3,121	2,524	7,550	7,550
36. Sepulveda Blvd/Pico Blvd	1,798	791	760	1,480	1,986	1,819	1,664	2,119	6,208	6,208
37. Veteran Ave/Pico Blvd	0	0	129	258	2,131	1,743	1,735	1,994	3,996	3,995
38. Westwood Blvd/Pico Blvd	1,246	621	726	1,335	1,898	1,823	1,892	1,983	5,763	5,762
39. Overland Ave/Pico Blvd	1,905	1,130	637	716	1,997	1,775	1,989	2,910	6,529	6,531
40. Fairfax Ave/3rd St	989	1,497	1,532	1,079	808	1,794	1,956	926	5,285	5,296
41. La Brea Ave/3rd St	1,623	2,102	2,064	1,570	1,223	1,659	1,628	1,208	6,539	6,539
42. Highland Ave/3rd St	1,257	1,646	1,610	1,355	1,215	1,512	1,570	1,138	5,652	5,651
43. Western Ave/3rd St	1,205	1,382	1,445	1,157	1,351	1,397	1,318	1,392	5,319	5,327
44. Vermont Ave/3rd St	1,456	1,653	1,756	1,543	1,492	1,326	1,284	1,466	5,988	5,988
45. Fairfax Ave/6th St	736	1,532	1,448	797	345	636	835	396	3,363	3,361
46. La Brea Ave/6th St	1,600	1,963	2,072	1,592	841	1,424	1,296	828	5,808	5,807
47. Highland Ave/6th St	1,269	1,549	1,655	1,260	773	1,332	1,256	811	4,953	4,952
48. Western Ave/6th St	1,069	1,304	1,370	1,074	1,094	1,171	1,103	1,087	4,637	4,635
49. Vermont Ave/6th St	1,499	1,652	1,655	1,504	1,409	1,235	1,233	1,404	5,797	5,796
50. Alvarado St/6th St	1,075	1,564	1,512	1,080	1,332	836	802	1,242	4,721	4,721
51. San Vicente Blvd/Wilshire Blvd	1,875	1,352	1,583	1,693	1,466	2,198	1,858	1,539	6,783	6,783
52. Fairfax Ave/Wilshire Blvd	1,301	1,625	1,847	1,112	1,038	2,168	1,851	1,134	6,037	6,038
53. La Brea Ave/Wilshire Blvd	1,585	1,835	1,891	1,524	1,297	1,948	1,846	1,312	6,620	6,620
54. Highland Ave/Wilshire Blvd	1,042	947	1,361	1,305	1,316	1,938	1,790	1,316	5,509	5,506
55. Crenshaw Blvd/Wilshire Blvd	1,194	848	0	0	1,584	2,296	1,988	1,623	4,767	4,768
56. Western Ave/Wilshire Blvd	1,066	1,196	1,259	973	1,325	1,546	1,460	1,412	5,110	5,127
57. Vermont Ave/Wilshire Blvd	1,457	1,515	1,677	1,434	1,621	1,735	1,646	1,737	6,401	6,421
58. Alvarado St/Wilshire Blvd	1,071	1,433	1,532	1,079	1,451	1,153	1,045	1,433	5,099	5,099
59. Fairfax Ave/8th St	1,123	1,302	1,214	1,217	42	0	462	322	2,841	2,841
60. La Brea Ave/8th St	1,623	1,836	1,862	1,572	187	380	246	129	3,919	3,918
61. Highland Ave/8th St	1,117	881	972	1,110	57	125	116	148	2,263	2,265
62. Crenshaw Blvd/8th St	1,212	1,124	793	1,142	263	238	621	384	2,888	2,888
63. Western Ave/8th St	1,146	1,360	1,364	1,134	695	595	611	727	3,816	3,816
64. Vermont Ave/8th St	1,649	1,346	1,398	1,543	871	821	684	889	4,602	4,600
65. Alvarado St/8th St	1,091	1,096	1,199	1,117	824	657	661	904	3,775	3,775
66. Fairfax Ave/San Vicente Blvd	999	1,277	1,340	1,174	1,034	1,843	1,878	957	5,251	5,251
67. Fairfax Ave/Olympic Blvd	925	859	1,227	1,002	1,576	2,269	1,894	1,490	5,621	5,620
68. San Vicente Blvd/Olympic Blvd	1,385	1,135	999	1,844	1,506	2,074	2,529	1,368	6,420	6,421
69. La Brea Ave/Olympic Blvd	1,656	1,799	1,960	1,628	1,442	1,920	1,762	1,471	6,820	6,818
70. Highland Ave/Olympic Blvd	815	939	883	862	1,482	1,820	1,835	1,395	5,014	5,016
71. Crenshaw Blvd/Olympic Blvd	1,263	1,205	1,227	1,201	1,513	2,669	2,618	1,543	6,620	6,618
72. Western Ave/Olympic Blvd	1,143	1,181	1,382	1,126	1,947	1,896	1,762	2,032	6,234	6,235
73. Vermont Ave/Olympic Blvd	1,479	1,297	1,344	1,469	1,773	1,732	1,670	1,767	6,266	6,265
74. Alvarado St/Olympic Blvd	1,000	904	1,271	1,025	1,731	1,411	1,131	1,796	5,135	5,136
75. Comstock Ave/Wilshire Blvd	126	215	320	227	2,357	2,474	2,588	2,475	5,391	5,391

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2020NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,549	1,605	795	0	1,251	545	2,153	3,949	3,949
2. S Beverly Glen Blvd/Sunset Blvd	0	1,536	695	1,737	0	2,377	411	1,180	3,968	3,968
3. N Beverly Glen Blvd/Sunset Blvd	650	1,070	2,377	0	1,325	1,236	1,536	0	4,097	4,097
4. Centinela Ave/Wilshire Blvd	0	1,440	312	1,477	0	1,718	153	1,358	3,229	3,229
5. Bundy Dr/Wilshire Blvd	642	1580	1145	1611	903	1738	999	1339	4,978	4,979
6. Barrington Ave/Wilshire Blvd	590	1736	572	2040	592	2021	514	1812	4,938	4,939
7. Federal Ave/Wilshire Blvd	2423	1395	596	2021	1061	3036	602	1736	6,435	6,435
8. Sepulveda Blvd/Wilshire Blvd	695	3128	1054	2912	1457	2616	941	2775	7,789	7,789
9. Veteran Ave/Wilshire Blvd	1197	3415	844	3206	1427	2564	560	4110	8,662	8,661
10. Westwood Blvd/Wilshire Blvd	2203	1983	798	2228	1571	2044	1090	2504	7,212	7,209
11. S Beverly Glen Blvd/Wilshire Blvd	668	1816	1137	2443	832	1935	951	2347	6,064	6,065
12. Santa Monica Blvd/Wilshire Blvd	1516	2446	1737	2376	1957	1920	1779	2419	8,075	8,075
13. Centinela Ave/Santa Monica Blvd	153	801	338	1520	312	1082	318	1099	2,812	2,811
14. Bundy Dr/Santa Monica Blvd	999	1137	1732	1082	1145	1425	1581	801	4,950	4,952
15. Barrington Ave/Santa Monica Blvd	718	1152	756	1901	897	1744	756	1130	4,527	4,527
16. Federal Ave/Santa Monica Blvd	611	1213	381	1744	629	1790	378	1152	3,949	3,949
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	831	2163	0	2580	0	2418	1076	2080	5,574	5,574
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2631	833	2418	2027	1692	0	2163	5,882	5,882
19. Sepulveda Blvd/Santa Monica Blvd	1344	2216	1354	1692	1172	1595	1208	2631	6,606	6,606
20. Veteran Ave/Santa Monica Blvd	676	2140	419	1595	322	1898	394	2216	4,830	4,830
21. Westwood Blvd/Santa Monica Blvd	1658	1940	1447	1751	1194	1897	1734	1970	6,796	6,795
22. Overland Ave/Santa Monica Blvd	0	2507	467	1897	0	2256	675	1940	4,871	4,871
23. S Beverly Glen Blvd/Santa Monica Blvd	824	2224	1328	1814	999	1994	1077	2119	6,190	6,189
24. Century Park W/Santa Monica Blvd	0	2301	730	1763	0	2048	729	2017	4,794	4,794
25. Ave of the Stars/Santa Monica Blvd	0	2071	1006	2048	0	2003	822	2301	5,125	5,126
26. Century Park E/Santa Monica Blvd	0	2296	200	2853	0	2974	445	1930	5,349	5,349
27. Bundy Dr/Olympic Blvd	1553	1622	1296	2007	1336	1946	1587	1610	6,478	6,479
28. Barrington Ave/Olympic Blvd	851	2072	1339	1946	1090	1735	1761	1622	6,208	6,208
29. Sepulveda Blvd/Olympic Blvd	1208	2892	909	2527	1354	2398	1732	2052	7,536	7,536
30. Veteran Ave/Olympic Blvd	394	3121	264	2398	419	2348	518	2892	6,177	6,177
31. Westwood Blvd/Olympic Blvd	1461	3155	1243	2146	1201	2217	1566	3021	8,005	8,005
32. Overland Ave/Olympic Blvd	675	3647	516	2217	467	2334	1100	3155	7,055	7,056
33. S Beverly Glen Blvd/Olympic Blvd	1502	3347	894	2088	1066	2173	1139	3453	7,831	7,831
34. Century Park W/Olympic Blvd	1178	2440	0	1880	585	2113	0	2801	5,498	5,499
35. Century Park E/Olympic Blvd	1103	2252	668	2770	262	2596	1020	2914	6,793	6,792
36. Sepulveda Blvd/Pico Blvd	1845	1898	1161	1446	1096	1530	1817	1908	6,350	6,351
37. Veteran Ave/Pico Blvd	404	1702	0	1530	77	1660	0	1898	3,636	3,635
38. Westwood Blvd/Pico Blvd	1391	1619	965	1744	1056	1489	1679	1494	5,719	5,718
39. Overland Ave/Pico Blvd	1100	2117	1110	1489	516	1949	1731	1619	5,816	5,815
40. Fairfax Ave/3rd St	1095	1178	1307	1546	1376	1635	1093	1030	5,126	5,134
41. La Brea Ave/3rd St	1734	1238	2306	1212	2083	1270	1878	1259	6,490	6,490
42. Highland Ave/3rd St	1357	1288	1896	1073	1740	1080	1621	1173	5,614	5,614
43. Western Ave/3rd St	1050	1185	1551	1442	1395	1287	1321	1231	5,228	5,234
44. Vermont Ave/3rd St	1582	1683	2051	1325	2290	965	1624	1762	6,641	6,641
45. Fairfax Ave/6th St	1093	526	1389	674	1317	745	1055	566	3,682	3,683
46. La Brea Ave/6th St	1878	857	2156	1188	2306	926	1790	1057	6,079	6,079
47. Highland Ave/6th St	1621	1060	1693	926	1896	1102	1446	857	5,300	5,301
48. Western Ave/6th St	1004	1293	1657	1414	1529	1093	1358	1389	5,368	5,369
49. Vermont Ave/6th St	1738	1351	2518	1301	2240	1198	1999	1473	6,908	6,910
50. Alvarado St/6th St	1011	1426	1566	986	1319	1186	1166	1317	4,989	4,988
51. San Vicente Blvd/Wilshire Blvd	1776	1694	1164	2226	1334	2502	1581	1443	6,860	6,860
52. Fairfax Ave/Wilshire Blvd	1055	1619	1458	2316	1389	2066	1152	1840	6,448	6,447
53. La Brea Ave/Wilshire Blvd	1790	1472	2590	1831	2156	2056	1990	1481	7,683	7,683
54. Highland Ave/Wilshire Blvd	1446	1677	845	2056	1693	1898	960	1472	6,024	6,023
55. Crenshaw Blvd/Wilshire Blvd	0	2388	1449	1793	0	2672	1349	1608	5,630	5,629
56. Western Ave/Wilshire Blvd	1358	1795	1678	2108	1657	1839	1462	1997	6,939	6,955
57. Vermont Ave/Wilshire Blvd	1999	2039	1580	1971	2518	1864	1576	1650	7,589	7,608
58. Alvarado St/Wilshire Blvd	1166	1477	1663	1307	1566	1098	1369	1581	5,613	5,614
59. Fairfax Ave/8th St	1152	960	789	160	1458	796	809	0	3,061	3,063
60. La Brea Ave/8th St	1990	376	2359	552	2590	383	2133	171	5,277	5,277
61. Highland Ave/8th St	960	526	1019	383	845	767	900	376	2,888	2,888
62. Crenshaw Blvd/8th St	1349	476	1488	296	1449	590	1361	210	3,609	3,610
63. Western Ave/8th St	1438	878	1348	624	1588	716	1204	780	4,288	4,288
64. Vermont Ave/8th St	1480	1321	1519	1216	1514	1175	1498	1348	5,536	5,535
65. Alvarado St/8th St	1193	1085	1517	744	1648	708	1185	998	4,539	4,539
66. Fairfax Ave/San Vicente Blvd	1453	1719	1385	2065	1265	1941	1558	1858	6,622	6,622
67. Fairfax Ave/Olympic Blvd	1558	1942	708	2862	1385	2411	906	2368	7,070	7,070
68. San Vicente Blvd/Olympic Blvd	1941	1990	1676	2411	1719	2570	1787	1942	8,018	8,018
69. La Brea Ave/Olympic Blvd	2133	1673	2368	2438	2359	2112	2257	1884	8,612	8,612
70. Highland Ave/Olympic Blvd	813	1759	851	2112	967	2078	819	1673	5,535	5,537
71. Crenshaw Blvd/Olympic Blvd	1361	1785	1393	2246	1488	2026	1248	2021	6,785	6,783
72. Western Ave/Olympic Blvd	1450	1986	1325	1930	1515	1850	1363	1963	6,691	6,691
73. Vermont Ave/Olympic Blvd	1501	2417	1559	1937	1617	2001	1587	2209	7,414	7,414
74. Alvarado St/Olympic Blvd	1155	1794	1172	1528	1454	1381	935	1877	5,649	5,647
75. Comstock Ave/Wilshire Blvd	457	2137	0	1935	392	2320	0	1816	4,529	4,528

PM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	151	155	64	0	93	15	262
2. S Beverly Glen Blvd/Sunset Blvd	0	246	49	195	0	264	11	214
3. N Beverly Glen Blvd/Sunset Blvd	73	178	264	0	116	154	246	0
4. Centinela Ave/Wilshire Blvd	0	125	49	167	0	220	13	108
5. Bundy Dr/Wilshire Blvd	37	106	107	201	71	205	66	111
6. Barrington Ave/Wilshire Blvd	46	125	34	231	43	223	50	121
7. Federal Ave/Wilshire Blvd	227	17	50	223	101	269	22	125
8. Sepulveda Blvd/Wilshire Blvd	-68	212	90	344	147	252	-22	200
9. Veteran Ave/Wilshire Blvd	-44	549	113	250	-11	350	-7	535
10. Westwood Blvd/Wilshire Blvd	85	319	26	210	30	222	57	328
11. S Beverly Glen Blvd/Wilshire Blvd	44	337	140	309	83	304	34	410
12. Santa Monica Blvd/Wilshire Blvd	142	420	130	265	218	296	117	325
13. Centinela Ave/Santa Monica Blvd	13	82	63	195	49	163	27	114
14. Bundy Dr/Santa Monica Blvd	66	138	195	163	107	197	177	82
15. Barrington Ave/Santa Monica Blvd	58	126	53	232	97	219	25	127
16. Federal Ave/Santa Monica Blvd	66	94	77	219	93	201	36	126
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	99	67	0	235	0	271	44	86
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	197	5	271	299	107	0	67
19. Sepulveda Blvd/Santa Monica Blvd	86	210	189	107	152	112	131	197
20. Veteran Ave/Santa Monica Blvd	77	148	99	112	52	118	57	210
21. Westwood Blvd/Santa Monica Blvd	135	220	168	192	120	214	177	203
22. Overland Ave/Santa Monica Blvd	0	263	107	214	0	275	89	220
23. S Beverly Glen Blvd/Santa Monica Blvd	55	239	164	223	145	212	90	234
24. Century Park W/Santa Monica Blvd	0	314	90	192	0	252	112	232
25. Ave of the Stars/Santa Monica Blvd	0	298	160	252	0	295	102	314
26. Century Park E/Santa Monica Blvd	0	191	43	338	0	304	58	210
27. Bundy Dr/Olympic Blvd	116	196	94	218	113	224	107	181
28. Barrington Ave/Olympic Blvd	56	195	146	224	81	202	142	196
29. Sepulveda Blvd/Olympic Blvd	131	231	114	291	189	240	114	222
30. Veteran Ave/Olympic Blvd	57	253	43	240	99	191	72	231
31. Westwood Blvd/Olympic Blvd	152	341	118	254	140	231	186	308
32. Overland Ave/Olympic Blvd	89	439	122	231	107	272	161	341
33. S Beverly Glen Blvd/Olympic Blvd	120	457	103	261	135	273	105	428
34. Century Park W/Olympic Blvd	114	373	0	235	79	254	0	390
35. Century Park E/Olympic Blvd	191	409	101	294	60	399	129	407
36. Sepulveda Blvd/Pico Blvd	113	268	177	180	113	218	158	249
37. Veteran Ave/Pico Blvd	72	216	0	218	44	195	0	268
38. Westwood Blvd/Pico Blvd	149	221	184	184	173	152	204	207
39. Overland Ave/Pico Blvd	161	331	150	152	122	242	208	221
40. Fairfax Ave/3rd St	98	109	127	210	144	185	71	151
41. La Brea Ave/3rd St	172	147	296	131	284	156	152	153
42. Highland Ave/3rd St	130	175	122	126	126	117	144	166
43. Western Ave/3rd St	149	158	230	181	222	156	169	176
44. Vermont Ave/3rd St	181	184	339	123	326	84	198	219
45. Fairfax Ave/6th St	71	101	154	84	137	119	96	59
46. La Brea Ave/6th St	152	154	269	156	296	131	136	168
47. Highland Ave/6th St	144	146	137	131	122	132	151	154
48. Western Ave/6th St	118	210	200	172	224	142	130	205
49. Vermont Ave/6th St	200	265	310	128	354	156	195	199
50. Alvarado St/6th St	156	210	280	106	193	147	201	211
51. San Vicente Blvd/Wilshire Blvd	191	286	251	340	200	359	226	284
52. Fairfax Ave/Wilshire Blvd	96	251	120	254	154	258	42	266
53. La Brea Ave/Wilshire Blvd	136	199	277	213	269	211	164	181
54. Highland Ave/Wilshire Blvd	151	223	51	211	137	223	77	199
55. Crenshaw Blvd/Wilshire Blvd	0	289	160	162	0	249	102	259
56. Western Ave/Wilshire Blvd	130	233	211	267	200	177	182	298
57. Vermont Ave/Wilshire Blvd	195	290	186	205	310	218	144	223
58. Alvarado St/Wilshire Blvd	201	259	266	160	280	131	238	237
59. Fairfax Ave/8th St	42	113	77	71	120	106	78	0
60. La Brea Ave/8th St	164	46	266	56	277	37	179	39
61. Highland Ave/8th St	77	95	64	37	51	97	79	46
62. Crenshaw Blvd/8th St	102	84	192	53	160	87	147	38
63. Western Ave/8th St	187	120	197	69	202	74	173	125
64. Vermont Ave/8th St	173	194	206	150	192	127	178	226
65. Alvarado St/8th St	176	228	202	119	258	117	163	188
66. Fairfax Ave/San Vicente Blvd	125	248	130	218	111	175	169	267
67. Fairfax Ave/Olympic Blvd	169	254	38	363	130	309	62	322
68. San Vicente Blvd/Olympic Blvd	175	218	286	309	248	284	202	254
69. La Brea Ave/Olympic Blvd	179	237	271	257	266	183	244	251
70. Highland Ave/Olympic Blvd	65	222	58	183	58	176	59	237
71. Crenshaw Blvd/Olympic Blvd	147	243	194	211	192	215	150	236
72. Western Ave/Olympic Blvd	139	299	152	217	167	229	148	264
73. Vermont Ave/Olympic Blvd	128	350	161	226	175	230	143	316
74. Alvarado St/Olympic Blvd	177	275	181	150	212	159	139	271
75. Comstock Ave/Wilshire Blvd	8	355	0	304	24	306	0	337

PM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE								1
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	151	155	64	0	93	15	262
2. S Beverly Glen Blvd/Sunset Blvd	0	246	49	195	0	264	11	214
3. N Beverly Glen Blvd/Sunset Blvd	73	178	264	0	116	154	246	0
4. Centinela Ave/Wilshire Blvd	0	125	49	167	0	220	13	108
5. Bundy Dr/Wilshire Blvd	37	106	107	201	71	205	66	111
6. Barrington Ave/Wilshire Blvd	46	125	34	231	43	223	50	121
7. Federal Ave/Wilshire Blvd	227	17	50	223	101	269	22	125
8. Sepulveda Blvd/Wilshire Blvd	-68	212	90	344	147	252	-22	200
9. Veteran Ave/Wilshire Blvd	-44	549	113	250	-11	350	-7	535
10. Westwood Blvd/Wilshire Blvd	85	319	26	210	30	222	57	328
11. S Beverly Glen Blvd/Wilshire Blvd	44	337	140	309	83	304	34	410
12. Santa Monica Blvd/Wilshire Blvd	142	420	130	265	218	296	117	325
13. Centinela Ave/Santa Monica Blvd	13	82	63	195	49	163	27	114
14. Bundy Dr/Santa Monica Blvd	66	138	195	163	107	197	177	82
15. Barrington Ave/Santa Monica Blvd	58	126	53	232	97	219	25	127
16. Federal Ave/Santa Monica Blvd	66	94	77	219	93	201	36	126
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	99	67	0	235	0	271	44	86
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	197	5	271	299	107	0	67
19. Sepulveda Blvd/Santa Monica Blvd	86	210	189	107	152	112	131	197
20. Veteran Ave/Santa Monica Blvd	77	148	99	112	52	118	57	210
21. Westwood Blvd/Santa Monica Blvd	135	220	168	192	120	214	177	203
22. Overland Ave/Santa Monica Blvd	0	263	107	214	0	275	89	220
23. S Beverly Glen Blvd/Santa Monica Blvd	55	239	164	223	145	212	90	234
24. Century Park W/Santa Monica Blvd	0	314	90	192	0	252	112	232
25. Ave of the Stars/Santa Monica Blvd	0	298	160	252	0	295	102	314
26. Century Park E/Santa Monica Blvd	0	191	43	338	0	304	58	210
27. Bundy Dr/Olympic Blvd	116	196	94	218	113	224	107	181
28. Barrington Ave/Olympic Blvd	56	195	146	224	81	202	142	196
29. Sepulveda Blvd/Olympic Blvd	131	231	114	291	189	240	114	222
30. Veteran Ave/Olympic Blvd	57	253	43	240	99	191	72	231
31. Westwood Blvd/Olympic Blvd	152	341	118	254	140	231	186	308
32. Overland Ave/Olympic Blvd	89	439	122	231	107	272	161	341
33. S Beverly Glen Blvd/Olympic Blvd	120	457	103	261	135	273	105	428
34. Century Park W/Olympic Blvd	114	373	0	235	79	254	0	390
35. Century Park E/Olympic Blvd	191	409	101	294	60	399	129	407
36. Sepulveda Blvd/Pico Blvd	113	268	177	180	113	218	158	249
37. Veteran Ave/Pico Blvd	72	216	0	218	44	195	0	268
38. Westwood Blvd/Pico Blvd	149	221	184	184	173	152	204	207
39. Overland Ave/Pico Blvd	161	331	150	152	122	242	208	221
40. Fairfax Ave/3rd St	98	109	127	210	144	185	71	151
41. La Brea Ave/3rd St	172	147	296	131	284	156	152	153
42. Highland Ave/3rd St	130	175	122	126	126	117	144	166
43. Western Ave/3rd St	149	158	230	181	222	156	169	176
44. Vermont Ave/3rd St	181	184	339	123	326	84	198	219
45. Fairfax Ave/6th St	71	101	154	84	137	119	96	59
46. La Brea Ave/6th St	152	154	269	156	296	131	136	168
47. Highland Ave/6th St	144	146	137	131	122	132	151	154
48. Western Ave/6th St	118	210	200	172	224	142	130	205
49. Vermont Ave/6th St	200	265	310	128	354	156	195	199
50. Alvarado St/6th St	156	210	280	106	193	147	201	211
51. San Vicente Blvd/Wilshire Blvd	191	286	251	340	200	359	226	284
52. Fairfax Ave/Wilshire Blvd	96	251	120	254	154	258	42	266
53. La Brea Ave/Wilshire Blvd	136	199	277	213	269	211	164	181
54. Highland Ave/Wilshire Blvd	151	223	51	211	137	223	77	199
55. Crenshaw Blvd/Wilshire Blvd	0	289	160	162	0	249	102	259
56. Western Ave/Wilshire Blvd	130	233	211	267	200	177	182	298
57. Vermont Ave/Wilshire Blvd	195	290	186	205	310	218	144	223
58. Alvarado St/Wilshire Blvd	201	259	266	160	280	131	238	237
59. Fairfax Ave/8th St	42	113	77	71	120	106	78	0
60. La Brea Ave/8th St	164	46	266	56	277	37	179	39
61. Highland Ave/8th St	77	95	64	37	51	97	79	46
62. Crenshaw Blvd/8th St	102	84	192	53	160	87	147	38
63. Western Ave/8th St	187	120	197	69	202	74	173	125
64. Vermont Ave/8th St	173	194	206	150	192	127	178	226
65. Alvarado St/8th St	176	228	202	119	258	117	163	188
66. Fairfax Ave/San Vicente Blvd	125	248	130	218	111	175	169	267
67. Fairfax Ave/Olympic Blvd	169	254	38	363	130	309	62	322
68. San Vicente Blvd/Olympic Blvd	175	218	286	309	248	284	202	254
69. La Brea Ave/Olympic Blvd	179	237	271	257	266	183	244	251
70. Highland Ave/Olympic Blvd	65	222	58	183	58	176	59	237
71. Crenshaw Blvd/Olympic Blvd	147	243	194	211	192	215	150	236
72. Western Ave/Olympic Blvd	139	299	152	217	167	229	148	264
73. Vermont Ave/Olympic Blvd	128	350	161	226	175	230	143	316
74. Alvarado St/Olympic Blvd	177	275	181	150	212	159	139	271
75. Comstock Ave/Wilshire Blvd	8	355	0	304	24	306	0	337

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2020 PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,201	949	1,368	0	1,670	434	2,414
2. S Beverly Glen Blvd/Sunset Blvd	180	1,695	771	1,744	147	2,284	476	1,482
3. N Beverly Glen Blvd/Sunset Blvd	568	1,335	264	2,017	1,151	1,346	246	1,442
4. Centinela Ave/Wilshire Blvd	45	1,689	196	1,389	99	1,434	50	1,736
5. Bundy Dr/Wilshire Blvd	643	1,708	1,277	1,484	1,206	1,460	693	1,756
6. Barrington Ave/Wilshire Blvd	521	1,920	383	1,595	382	1,574	569	1,894
7. Federal Ave/Wilshire Blvd	1,317	2,733	788	1,586	1,472	2,686	346	1,920
8. Sepulveda Blvd/Wilshire Blvd	612	2,981	1,037	2,381	1,020	2,479	750	2,761
9. Veteran Ave/Wilshire Blvd	1,100	3,432	1,280	2,841	983	2,829	534	4,306
10. Westwood Blvd/Wilshire Blvd	1,097	2,139	837	2,363	825	2,270	1,070	2,268
11. S Beverly Glen Blvd/Wilshire Blvd	657	1,965	959	2,495	826	2,234	964	2,053
12. Santa Monica Blvd/Wilshire Blvd	1,554	2,476	1,058	2,523	1,615	2,083	1,413	2,500
13. Centinela Ave/Santa Monica Blvd	445	965	520	1,248	434	1,275	476	994
14. Bundy Dr/Santa Monica Blvd	856	908	1,436	1,282	1,275	1,283	1,010	915
15. Barrington Ave/Santa Monica Blvd	716	1,179	724	1,378	743	1,315	802	1,137
16. Federal Ave/Santa Monica Blvd	593	1,183	328	1,340	443	1,318	522	1,159
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,292	1,963	0	1,796	0	2,088	1,412	1,552
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,578	2,239	2,269	2,104	2,189	0	1,793
19. Sepulveda Blvd/Santa Monica Blvd	944	1,610	1,298	1,741	1,119	1,680	1,172	1,621
20. Veteran Ave/Santa Monica Blvd	664	1,971	445	2,041	498	1,964	660	2,001
21. Westwood Blvd/Santa Monica Blvd	1,585	1,988	1,413	2,286	1,719	2,220	1,735	1,596
22. Overland Ave/Santa Monica Blvd	86	2,403	451	1,880	0	2,113	550	2,157
23. S Beverly Glen Blvd/Santa Monica Blvd	1,425	2,424	885	1,778	1,193	1,827	1,414	2,077
24. Century Park W/Santa Monica Blvd	0	2,172	742	1,801	0	1,943	361	2,411
25. Ave of the Stars/Santa Monica Blvd	0	1,813	1,393	1,954	12	2,297	679	2,172
26. Century Park E/Santa Monica Blvd	0	1,727	1,192	2,349	0	2,812	717	1,740
27. Bundy Dr/Olympic Blvd	1,000	1,944	1,830	2,217	1,949	1,954	1,384	1,704
28. Barrington Ave/Olympic Blvd	1,669	1,946	1,353	2,092	1,337	1,919	1,992	1,812
29. Sepulveda Blvd/Olympic Blvd	975	3,127	1,486	2,155	1,617	2,041	1,111	2,971
30. Veteran Ave/Olympic Blvd	546	3,008	267	1,913	368	1,921	471	2,973
31. Westwood Blvd/Olympic Blvd	1,672	3,194	1,142	1,965	1,266	2,105	1,506	3,096
32. Overland Ave/Olympic Blvd	526	3,494	670	2,154	491	2,261	874	3,219
33. S Beverly Glen Blvd/Olympic Blvd	1,417	3,153	652	2,185	850	2,248	1,173	3,137
34. Century Park W/Olympic Blvd	864	2,413	0	2,164	273	2,154	0	3,015
35. Century Park E/Olympic Blvd	979	2,889	825	2,892	983	2,788	981	2,833
36. Sepulveda Blvd/Pico Blvd	1,232	2,151	1,565	1,768	1,352	1,762	1,533	2,068
37. Veteran Ave/Pico Blvd	523	2,104	0	1,796	250	1,843	0	2,331
38. Westwood Blvd/Pico Blvd	1,298	2,491	938	1,811	1,175	1,714	1,499	2,149
39. Overland Ave/Pico Blvd	935	2,724	1,642	1,747	605	1,907	2,039	2,496
40. Fairfax Ave/3rd St	1,442	1,120	1,240	1,524	1,484	1,552	1,292	1,005
41. La Brea Ave/3rd St	1,853	1,241	1,965	861	1,895	951	1,838	1,234
42. Highland Ave/3rd St	1,644	1,257	1,286	937	1,424	838	1,626	1,236
43. Western Ave/3rd St	1,397	1,364	1,340	1,422	1,388	1,331	1,404	1,405
44. Vermont Ave/3rd St	1,699	1,387	1,819	1,412	2,009	1,283	1,528	1,498
45. Fairfax Ave/6th St	1,187	629	1,053	506	1,070	614	1,260	432
46. La Brea Ave/6th St	1,843	1,009	1,953	1,258	1,980	1,254	1,752	1,077
47. Highland Ave/6th St	1,581	970	1,410	1,253	1,381	1,305	1,520	1,010
48. Western Ave/6th St	1,410	1,359	1,343	1,234	1,394	1,229	1,394	1,331
49. Vermont Ave/6th St	1,405	1,618	1,871	1,320	1,886	440	2,411	1,478
50. Alvarado St/6th St	1,157	1,311	1,437	1,182	1,463	1,108	1,226	1,290
51. San Vicente Blvd/Wilshire Blvd	2,223	1,669	1,193	2,221	1,206	2,125	2,204	1,771
52. Fairfax Ave/Wilshire Blvd	1,781	1,328	1,286	2,494	1,566	2,237	1,710	1,375
53. La Brea Ave/Wilshire Blvd	1,683	1,454	1,791	1,825	1,938	1,646	1,777	1,392
54. Highland Ave/Wilshire Blvd	1,389	1,537	1,005	1,694	1,386	1,624	982	1,632
55. Crenshaw Blvd/Wilshire Blvd	0	1,636	1,273	1,839	0	2,019	862	1,866
56. Western Ave/Wilshire Blvd	1,143	1,707	1,618	1,138	1,566	1,150	1,239	1,668
57. Vermont Ave/Wilshire Blvd	1,422	1,777	1,580	1,658	1,731	1,569	1,456	1,699
58. Alvarado St/Wilshire Blvd	1,246	1,468	1,369	1,206	1,461	1,137	1,306	1,384
59. Fairfax Ave/8th St	1,177	377	998	158	1,085	448	1,177	0
60. La Brea Ave/8th St	1,778	212	1,736	470	1,766	292	1,878	261
61. Highland Ave/8th St	998	123	1,006	80	1,022	161	924	99
62. Crenshaw Blvd/8th St	806	404	1,457	384	1,290	424	1,159	179
63. Western Ave/8th St	1,526	856	1,234	623	1,253	707	1,491	789
64. Vermont Ave/8th St	1,576	1,392	1,625	1,011	1,601	986	1,513	1,504
65. Alvarado St/8th St	1,180	1,086	1,203	791	1,258	801	1,159	1,043
66. Fairfax Ave/San Vicente Blvd	1,271	1,070	922	1,268	1,039	1,259	1,213	1,019
67. Fairfax Ave/Olympic Blvd	1,221	1,402	722	2,289	887	2,105	1,012	1,629
68. San Vicente Blvd/Olympic Blvd	1,207	1,518	982	2,077	1,088	1,767	1,514	1,416
69. La Brea Ave/Olympic Blvd	2,035	1,415	1,827	2,012	1,975	1,937	1,952	1,425
70. Highland Ave/Olympic Blvd	975	1,469	795	2,001	1,029	1,917	919	1,378
71. Crenshaw Blvd/Olympic Blvd	1,214	1,650	1,503	2,071	1,447	2,136	1,253	1,599
72. Western Ave/Olympic Blvd	1,507	1,766	1,182	1,977	1,230	2,087	1,384	1,732
73. Vermont Ave/Olympic Blvd	1,420	1,785	1,583	1,985	1,645	1,946	1,344	1,838
74. Alvarado St/Olympic Blvd	1,223	1,870	1,134	1,572	1,257	1,547	1,014	1,979
75. Comstock Ave/Wilshire Blvd	156	2,415	281	2,315	396	2,380	121	2,270

2020NP PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	949	434	0	0	1,368	2,414	2,201	1,670	4,518	4,518
2. S Beverly Glen Blvd/Sunset Blvd	771	476	180	147	1,744	1,482	1,695	2,284	4,390	4,389
3. N Beverly Glen Blvd/Sunset Blvd	264	246	568	1,151	2,017	1,442	1,335	1,346	4,184	4,185
4. Centinela Ave/Wilshire Blvd	196	50	45	99	1,389	1,736	1,689	1,434	3,319	3,319
5. Bundy Dr/Wilshire Blvd	1,277	693	643	1,206	1,484	1,756	1,708	1,460	5,112	5,114
6. Barrington Ave/Wilshire Blvd	383	569	521	382	1,595	1,894	1,920	1,574	4,418	4,419
7. Federal Ave/Wilshire Blvd	788	346	1,317	1,472	1,586	1,920	2,733	2,686	6,424	6,424
8. Sepulveda Blvd/Wilshire Blvd	1,037	750	612	1,020	2,381	2,761	2,981	2,479	7,011	7,010
9. Veteran Ave/Wilshire Blvd	1,280	534	1,100	983	2,841	4,306	3,432	2,829	8,653	8,652
10. Westwood Blvd/Wilshire Blvd	837	1,070	1,097	825	2,363	2,268	2,139	2,270	6,436	6,433
11. S Beverly Glen Blvd/Wilshire Blvd	959	964	657	826	2,495	2,053	1,965	2,234	6,076	6,077
12. Santa Monica Blvd/Wilshire Blvd	1,058	1,413	1,554	1,615	2,523	2,500	2,476	2,083	7,611	7,610
13. Centinela Ave/Santa Monica Blvd	520	476	445	434	1,248	994	965	1,275	3,179	3,179
14. Bundy Dr/Santa Monica Blvd	1,436	1,010	856	1,275	1,282	915	908	1,283	4,482	4,483
15. Barrington Ave/Santa Monica Blvd	724	802	716	743	1,378	1,137	1,179	1,315	3,997	3,996
16. Federal Ave/Santa Monica Blvd	328	522	593	443	1,340	1,159	1,183	1,318	3,443	3,443
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,412	1,292	0	1,796	1,552	1,963	2,088	5,052	5,052
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,239	0	0	2,104	2,269	1,793	1,578	2,189	6,086	6,086
19. Sepulveda Blvd/Santa Monica Blvd	1,298	1,172	944	1,119	1,741	1,621	1,610	1,680	5,592	5,592
20. Veteran Ave/Santa Monica Blvd	445	660	664	498	2,041	2,001	1,971	1,964	5,122	5,123
21. Westwood Blvd/Santa Monica Blvd	1,413	1,735	1,585	1,719	2,286	1,596	1,988	2,220	7,271	7,270
22. Overland Ave/Santa Monica Blvd	451	550	86	0	1,880	2,157	2,403	2,113	4,820	4,820
23. S Beverly Glen Blvd/Santa Monica Blvd	885	1,414	1,425	1,193	1,778	2,077	2,424	1,827	6,512	6,512
24. Century Park W/Santa Monica Blvd	742	361	0	0	1,801	2,411	2,172	1,943	4,715	4,715
25. Ave of the Stars/Santa Monica Blvd	1,393	679	0	12	1,954	2,172	1,813	2,297	5,160	5,161
26. Century Park E/Santa Monica Blvd	1,192	717	0	0	2,349	1,740	1,727	2,812	5,268	5,268
27. Bundy Dr/Olympic Blvd	1,830	1,384	1,000	1,949	2,217	1,704	1,944	1,954	6,990	6,991
28. Barrington Ave/Olympic Blvd	1,353	1,992	1,669	1,337	2,092	1,812	1,946	1,919	7,061	7,061
29. Sepulveda Blvd/Olympic Blvd	1,486	1,111	975	1,617	2,155	2,971	3,127	2,041	7,742	7,740
30. Veteran Ave/Olympic Blvd	267	471	546	368	1,913	2,973	3,008	1,921	5,733	5,733
31. Westwood Blvd/Olympic Blvd	1,142	1,506	1,672	1,266	1,965	3,096	3,194	2,105	7,974	7,974
32. Overland Ave/Olympic Blvd	670	874	526	491	2,154	3,219	3,494	2,261	6,845	6,845
33. S Beverly Glen Blvd/Olympic Blvd	652	1,173	1,417	850	2,185	3,137	3,153	2,248	7,408	7,408
34. Century Park W/Olympic Blvd	0	0	864	273	2,164	3,015	2,413	2,154	5,441	5,442
35. Century Park E/Olympic Blvd	825	981	979	983	2,892	2,833	2,889	2,788	7,585	7,585
36. Sepulveda Blvd/Pico Blvd	1,565	1,533	1,232	1,352	1,768	2,068	2,151	1,762	6,715	6,715
37. Veteran Ave/Pico Blvd	0	0	523	250	1,796	2,331	2,104	1,843	4,422	4,423
38. Westwood Blvd/Pico Blvd	938	1,499	1,298	1,175	1,811	2,149	2,491	1,714	6,539	6,537
39. Overland Ave/Pico Blvd	1,642	2,039	935	605	1,747	2,496	2,724	1,907	7,048	7,047
40. Fairfax Ave/3rd St	1,240	1,292	1,442	1,484	1,524	1,005	1,120	1,552	5,327	5,334
41. La Brea Ave/3rd St	1,965	1,838	1,853	1,895	861	1,234	1,241	951	5,919	5,918
42. Highland Ave/3rd St	1,286	1,626	1,644	1,424	937	1,236	1,257	838	5,125	5,125
43. Western Ave/3rd St	1,340	1,404	1,397	1,388	1,422	1,405	1,364	1,331	5,523	5,528
44. Vermont Ave/3rd St	1,819	1,528	1,699	2,009	1,412	1,498	1,387	1,283	6,318	6,318
45. Fairfax Ave/6th St	1,053	1,260	1,187	1,070	506	432	629	614	3,375	3,376
46. La Brea Ave/6th St	1,953	1,752	1,843	1,980	1,258	1,077	1,009	1,254	6,063	6,063
47. Highland Ave/6th St	1,410	1,520	1,581	1,381	1,253	1,010	970	1,305	5,215	5,216
48. Western Ave/6th St	1,343	1,394	1,410	1,394	1,234	1,331	1,359	1,229	5,347	5,348
49. Vermont Ave/6th St	1,871	2,411	1,405	1,886	1,320	1,478	1,618	440	6,215	6,216
50. Alvarado St/6th St	1,437	1,226	1,157	1,463	1,182	1,290	1,311	1,108	5,087	5,087
51. San Vicente Blvd/Wilshire Blvd	1,193	2,204	2,223	1,206	2,221	1,771	1,669	2,125	7,305	7,306
52. Fairfax Ave/Wilshire Blvd	1,286	1,710	1,781	1,566	2,494	1,375	1,328	2,237	6,890	6,889
53. La Brea Ave/Wilshire Blvd	1,791	1,777	1,683	1,938	1,825	1,392	1,454	1,646	6,753	6,753
54. Highland Ave/Wilshire Blvd	1,005	982	1,389	1,386	1,694	1,632	1,537	1,624	5,624	5,624
55. Crenshaw Blvd/Wilshire Blvd	1,273	862	0	0	1,839	1,866	1,636	2,019	4,749	4,748
56. Western Ave/Wilshire Blvd	1,618	1,239	1,143	1,566	1,138	1,668	1,707	1,150	5,606	5,622
57. Vermont Ave/Wilshire Blvd	1,580	1,456	1,422	1,731	1,658	1,699	1,777	1,569	6,436	6,455
58. Alvarado St/Wilshire Blvd	1,369	1,306	1,246	1,461	1,206	1,384	1,468	1,137	5,288	5,288
59. Fairfax Ave/8th St	998	1,177	1,177	1,085	158	0	377	448	2,709	2,710
60. La Brea Ave/8th St	1,736	1,878	1,778	1,766	470	261	212	292	4,196	4,196
61. Highland Ave/8th St	1,006	924	998	1,022	80	99	123	161	2,207	2,207
62. Crenshaw Blvd/8th St	1,457	1,159	806	1,290	384	179	404	424	3,052	3,053
63. Western Ave/8th St	1,234	1,491	1,526	1,253	623	789	856	707	4,239	4,240
64. Vermont Ave/8th St	1,625	1,513	1,576	1,601	1,011	1,504	1,392	986	5,604	5,604
65. Alvarado St/8th St	1,203	1,159	1,180	1,258	791	1,043	1,086	801	4,262	4,263
66. Fairfax Ave/San Vicente Blvd	922	1,213	1,271	1,039	1,268	1,019	1,070	1,259	4,530	4,531
67. Fairfax Ave/Olympic Blvd	722	1,012	1,221	887	2,289	1,629	1,402	2,105	5,634	5,633
68. San Vicente Blvd/Olympic Blvd	982	1,514	1,207	1,088	2,077	1,416	1,518	1,767	5,784	5,784
69. La Brea Ave/Olympic Blvd	1,827	1,952	2,035	1,975	2,012	1,425	1,415	1,937	7,289	7,289
70. Highland Ave/Olympic Blvd	795	919	975	1,029	2,001	1,378	1,469	1,917	5,240	5,242
71. Crenshaw Blvd/Olympic Blvd	1,503	1,253	1,214	1,447	2,071	1,599	1,650	2,136	6,438	6,436
72. Western Ave/Olympic Blvd	1,182	1,384	1,507	1,230	1,977	1,732	1,766	2,087	6,432	6,433
73. Vermont Ave/Olympic Blvd	1,583	1,344	1,420	1,645	1,985	1,838	1,785	1,946	6,773	6,772
74. Alvarado St/Olympic Blvd	1,134	1,014	1,223	1,257	1,572	1,979	1,870	1,547	5,799	5,797
75. Comstock Ave/Wilshire Blvd	281	121	156	396	2,315	2,270	2,415	2,380	5,167	5,167

YEAR 2020 WITH PROPOSED PROJECT CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2020WP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,458	946	1,824	0	1,424	1,542	1,263	4,228	4,229
2. S Beverly Glen Blvd/Sunset Blvd	0	2,758	181	836	0	946	756	2,073	3,775	3,775
3. N Beverly Glen Blvd/Sunset Blvd	1,308	1,578	946	0	287	787	2,758	0	3,832	3,832
4. Centinela Ave/Wilshire Blvd	0	1,300	151	1,066	0	1,109	198	1,209	2,517	2,516
5. Bundy Dr/Wilshire Blvd	777	1454	991	1009	803	1145	1073	1211	4,231	4,232
6. Barrington Ave/Wilshire Blvd	681	1,547	573	1,389	522	1,475	508	1,685	4,190	4,190
7. Federal Ave/Wilshire Blvd	2,128	1,431	578	1,475	1,098	2,373	594	1,547	5,612	5,612
8. Sepulveda Blvd/Wilshire Blvd	1,416	2,170	630	2,532	394	2,632	1,275	2,449	6,748	6,750
9. Veteran Ave/Wilshire Blvd	1,495	1,579	587	3,660	1,158	3,076	956	2,130	7,321	7,320
10. Westwood Blvd/Wilshire Blvd	1,143	1,698	1,119	2,321	2,518	1,658	725	1,378	6,281	6,279
11. S Beverly Glen Blvd/Wilshire Blvd	683	1,951	913	1,931	706	1,397	1,109	2,265	5,478	5,477
12. Santa Monica Blvd/Wilshire Blvd	1,752	1,684	1,436	1,993	1,441	1,359	2,058	2,008	6,865	6,866
13. Centinela Ave/Santa Monica Blvd	198	990	383	999	151	815	268	1,336	2,570	2,570
14. Bundy Dr/Santa Monica Blvd	1,073	1,333	1,562	815	991	1,105	1,699	990	4,783	4,785
15. Barrington Ave/Santa Monica Blvd	738	1,501	681	1,277	782	1,152	825	1,439	4,197	4,198
16. Federal Ave/Santa Monica Blvd	621	1,548	356	1,152	533	1,341	303	1,501	3,677	3,678
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,140	1,928	0	2,034	0	2,259	384	2,459	5,102	5,102
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,905	1,077	2,259	1,302	2,010	0	1,928	5,241	5,240
19. Sepulveda Blvd/Santa Monica Blvd	1,369	1,753	1,240	2,010	1,127	2,097	1,244	1,905	6,372	6,373
20. Veteran Ave/Santa Monica Blvd	258	1,975	566	2,097	814	2,066	263	1,753	4,896	4,896
21. Westwood Blvd/Santa Monica Blvd	1,132	1,859	1,829	2,096	1,815	1,976	1,308	1,818	6,916	6,917
22. Overland Ave/Santa Monica Blvd	0	2,274	615	1,976	0	2,564	442	1,859	4,865	4,865
23. S Beverly Glen Blvd/Santa Monica Blvd	992	2,132	908	2,141	843	2,293	1,225	1,814	6,173	6,175
24. Century Park W/Santa Monica Blvd	0	1,929	762	2,147	0	2,274	697	1,867	4,838	4,838
25. Ave of the Stars/Santa Monica Blvd	0	1,612	835	2,274	0	2,002	790	1,929	4,721	4,721
26. Century Park E/Santa Monica Blvd	0	2,730	333	1,784	0	2,027	300	2,520	4,847	4,847
27. Bundy Dr/Olympic Blvd	1,248	1,827	1,611	1,404	1,509	1,366	1,257	1,958	6,090	6,090
28. Barrington Ave/Olympic Blvd	811	1,959	1,771	1,366	1,241	1,684	1,155	1,827	5,907	5,907
29. Sepulveda Blvd/Olympic Blvd	1,244	2,205	1,300	2,438	1,240	2,570	1,105	2,273	7,187	7,188
30. Veteran Ave/Olympic Blvd	263	2,349	392	2,570	566	2,468	336	2,205	5,574	5,575
31. Westwood Blvd/Olympic Blvd	1,131	2,155	1,479	2,486	1,691	2,244	1,251	2,065	7,251	7,251
32. Overland Ave/Olympic Blvd	442	2,258	739	2,244	615	2,389	525	2,155	5,683	5,684
33. S Beverly Glen Blvd/Olympic Blvd	862	2,160	1,474	2,246	1,573	2,497	724	1,948	6,742	6,742
34. Century Park W/Olympic Blvd	393	2,463	0	2,076	1,144	1,922	0	1,866	4,932	4,932
35. Century Park E/Olympic Blvd	112	3,088	1,281	2,288	1,168	1,750	525	3,326	6,769	6,769
36. Sepulveda Blvd/Pico Blvd	1,341	1,616	1,758	1,209	1,555	1,845	1,123	1,400	5,924	5,923
37. Veteran Ave/Pico Blvd	99	1,657	0	1,845	137	1,848	0	1,616	3,601	3,601
38. Westwood Blvd/Pico Blvd	971	1,923	1,700	1,670	1,453	2,191	813	1,807	6,264	6,264
39. Overland Ave/Pico Blvd	525	2,289	1,683	2,191	739	2,823	1,203	1,923	6,688	6,688
40. Fairfax Ave/3rd St	1,353	1,676	977	767	985	996	1,248	1,555	4,773	4,784
41. La Brea Ave/3rd St	2,038	1,360	1,737	1,117	1,588	1,138	2,290	1,235	6,252	6,251
42. Highland Ave/3rd St	1,579	1,214	1,568	1,057	1,332	1,076	1,814	1,197	5,418	5,419
43. Western Ave/3rd St	1,311	1,306	1,203	1,177	928	1,144	1,512	1,419	4,997	5,003
44. Vermont Ave/3rd St	2,151	1,354	1,419	1,763	1,416	1,940	2,044	1,287	6,687	6,687
45. Fairfax Ave/6th St	1,248	889	835	492	987	344	1,434	699	3,464	3,464
46. La Brea Ave/6th St	2,290	1,063	1,625	804	1,737	675	2,037	1,333	5,782	5,782
47. Highland Ave/6th St	1,814	1,112	1,441	675	1,568	891	1,520	1,063	5,042	5,042
48. Western Ave/6th St	1,510	1,095	1,137	1,323	833	1,207	1,650	1,375	5,065	5,065
49. Vermont Ave/6th St	2,218	995	1,839	1,264	1,468	1,234	2,349	1,264	6,316	6,315
50. Alvarado St/6th St	1,350	994	1,045	1,508	829	1,462	1,739	866	4,897	4,896
51. San Vicente Blvd/Wilshire Blvd	1,054	2,117	1,655	928	1,344	1,205	857	2,346	5,754	5,752
52. Fairfax Ave/Wilshire Blvd	1,434	1,794	1,097	1,301	835	1,215	1,557	2,019	5,626	5,626
53. La Brea Ave/Wilshire Blvd	2,037	1,628	1,938	1,172	1,625	1,256	2,287	1,607	6,775	6,775
54. Highland Ave/Wilshire Blvd	1,520	1,605	886	1,256	1,441	1,276	922	1,628	5,267	5,267
55. Crenshaw Blvd/Wilshire Blvd	0	2,351	1,256	1,234	0	1,953	1,422	1,466	4,841	4,841
56. Western Ave/Wilshire Blvd	1,650	1,512	1,247	1,652	1,137	1,552	1,655	1,733	6,061	6,077
57. Vermont Ave/Wilshire Blvd	2,349	1,432	1,460	1,432	1,839	1,560	1,787	1,509	6,673	6,695
58. Alvarado St/Wilshire Blvd	1,739	642	1,181	1,019	1,045	908	1,838	790	4,581	4,581
59. Fairfax Ave/8th St	1,557	594	762	63	1,097	928	952	0	2,976	2,977
60. La Brea Ave/8th St	2,287	523	1,964	135	1,938	183	2,203	585	4,909	4,909
61. Highland Ave/8th St	922	761	1,035	183	886	620	872	523	2,901	2,901
62. Crenshaw Blvd/8th St	1,422	556	1,210	184	1,256	396	1,488	232	3,372	3,372
63. Western Ave/8th St	1,575	774	1,110	614	1,241	774	1,337	720	4,073	4,072
64. Vermont Ave/8th St	1,518	1,018	1,384	1,414	1,405	1,320	1,567	1,041	5,334	5,333
65. Alvarado St/8th St	1,621	614	1,047	1,021	1,097	1,149	1,483	573	4,303	4,302
66. Fairfax Ave/San Vicente Blvd	1,308	2,070	1,487	1,380	1,512	1,303	1,385	2,045	6,245	6,245
67. Fairfax Ave/Olympic Blvd	1,385	2,460	748	2,267	1,487	1,848	772	2,753	6,860	6,860
68. San Vicente Blvd/Olympic Blvd	1,303	2,601	1,932	1,848	2,070	1,761	1,393	2,460	7,684	7,684
69. La Brea Ave/Olympic Blvd	2,203	1,962	2,214	1,793	1,964	1,756	2,072	2,380	8,172	8,172
70. Highland Ave/Olympic Blvd	822	1,976	889	1,756	958	1,765	760	1,962	5,443	5,445
71. Crenshaw Blvd/Olympic Blvd	1,488	1,972	1,132	2,007	1,210	1,830	1,338	2,219	6,599	6,597
72. Western Ave/Olympic Blvd	1,569	1,883	1,163	1,856	1,273	1,833	1,404	1,960	6,471	6,470
73. Vermont Ave/Olympic Blvd	1,585	2,042	1,477	2,099	1,486	2,200	1,627	1,890	7,203	7,203
74. Alvarado St/Olympic Blvd	1,525	1,339	894	1,736	972	1,872	1,035	1,615	5,494	5,494
75. Comstock Ave/Wilshire Blvd	457	1,989	0	1,397	339	1,553	0	1,951	3,843	3,843

AM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	224	74	210	0	79	237	194
2. S Beverly Glen Blvd/Sunset Blvd	0	421	-46	170	0	147	75	323
3. N Beverly Glen Blvd/Sunset Blvd	192	246	147	0	-7	171	421	0
4. Centinela Ave/Wilshire Blvd	0	57	4	50	0	13	9	88
5. Bundy Dr/Wilshire Blvd	134	70	73	-5	48	29	151	45
6. Barrington Ave/Wilshire Blvd	87	68	53	25	29	85	42	77
7. Federal Ave/Wilshire Blvd	114	60	75	85	166	56	43	68
8. Sepulveda Blvd/Wilshire Blvd	-20	85	45	42	-21	-6	51	129
9. Veteran Ave/Wilshire Blvd	169	-40	57	-50	65	-78	116	32
10. Westwood Blvd/Wilshire Blvd	71	59	260	-54	295	-26	31	34
11. S Beverly Glen Blvd/Wilshire Blvd	95	42	161	85	86	45	133	117
12. Santa Monica Blvd/Wilshire Blvd	191	-149	172	127	108	99	280	-146
13. Centinela Ave/Santa Monica Blvd	9	150	47	137	4	141	34	164
14. Bundy Dr/Santa Monica Blvd	151	166	184	141	73	174	247	150
15. Barrington Ave/Santa Monica Blvd	68	143	32	197	40	152	52	198
16. Federal Ave/Santa Monica Blvd	90	149	54	152	86	157	59	143
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	123	112	0	127	0	282	-143	223
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	152	64	282	183	202	0	112
19. Sepulveda Blvd/Santa Monica Blvd	130	215	177	202	170	221	183	152
20. Veteran Ave/Santa Monica Blvd	59	164	142	221	119	181	70	215
21. Westwood Blvd/Santa Monica Blvd	136	294	279	301	379	244	206	183
22. Overland Ave/Santa Monica Blvd	0	322	161	244	0	389	43	294
23. S Beverly Glen Blvd/Santa Monica Blvd	130	323	103	262	210	296	105	208
24. Century Park W/Santa Monica Blvd	0	305	134	339	0	322	124	331
25. Ave of the Stars/Santa Monica Blvd	0	281	163	322	0	405	57	305
26. Century Park E/Santa Monica Blvd	0	364	6	281	0	208	96	348
27. Bundy Dr/Olympic Blvd	148	278	84	191	117	199	154	232
28. Barrington Ave/Olympic Blvd	66	249	215	199	108	195	149	278
29. Sepulveda Blvd/Olympic Blvd	183	283	199	228	177	325	85	308
30. Veteran Ave/Olympic Blvd	70	287	92	325	142	278	71	283
31. Westwood Blvd/Olympic Blvd	187	279	248	311	362	212	184	267
32. Overland Ave/Olympic Blvd	43	337	151	212	161	203	101	279
33. S Beverly Glen Blvd/Olympic Blvd	89	380	155	192	178	236	92	309
34. Century Park W/Olympic Blvd	105	441	0	213	128	294	0	336
35. Century Park E/Olympic Blvd	34	585	179	344	145	337	130	530
36. Sepulveda Blvd/Pico Blvd	129	294	244	206	234	303	150	184
37. Veteran Ave/Pico Blvd	27	292	0	303	57	270	0	294
38. Westwood Blvd/Pico Blvd	178	307	273	304	237	383	156	285
39. Overland Ave/Pico Blvd	101	323	288	383	151	464	174	307
40. Fairfax Ave/3rd St	158	217	93	143	119	99	161	245
41. La Brea Ave/3rd St	349	169	156	151	150	153	367	154
42. Highland Ave/3rd St	146	152	139	159	125	138	182	151
43. Western Ave/3rd St	230	152	190	187	122	167	295	181
44. Vermont Ave/3rd St	261	129	185	187	159	252	259	92
45. Fairfax Ave/6th St	161	136	87	69	103	67	177	105
46. La Brea Ave/6th St	367	153	146	133	156	127	291	225
47. Highland Ave/6th St	182	145	152	127	139	149	164	153
48. Western Ave/6th St	296	170	136	202	124	204	271	204
49. Vermont Ave/6th St	270	99	190	155	171	193	239	110
50. Alvarado St/6th St	242	114	174	332	112	261	415	72
51. San Vicente Blvd/Wilshire Blvd	175	118	360	131	173	84	277	248
52. Fairfax Ave/Wilshire Blvd	177	50	93	-7	87	21	144	61
53. La Brea Ave/Wilshire Blvd	291	18	160	30	146	-23	390	-15
54. Highland Ave/Wilshire Blvd	164	-26	125	-23	152	-27	95	18
55. Crenshaw Blvd/Wilshire Blvd	0	-4	109	-15	0	-83	235	-62
56. Western Ave/Wilshire Blvd	271	-52	105	73	136	17	308	-47
57. Vermont Ave/Wilshire Blvd	239	0	204	-34	190	42	249	-50
58. Alvarado St/Wilshire Blvd	415	-155	166	-291	174	-322	439	-156
59. Fairfax Ave/8th St	144	73	116	17	93	111	146	0
60. La Brea Ave/8th St	390	63	190	61	160	89	345	109
61. Highland Ave/8th St	95	104	91	89	125	125	67	63
62. Crenshaw Blvd/8th St	235	91	72	62	109	92	249	10
63. Western Ave/8th St	296	69	166	80	107	130	277	96
64. Vermont Ave/8th St	191	119	147	276	157	226	220	128
65. Alvarado St/8th St	358	130	116	193	161	282	252	101
66. Fairfax Ave/San Vicente Blvd	166	276	217	295	200	260	200	293
67. Fairfax Ave/Olympic Blvd	200	278	78	347	217	285	67	333
68. San Vicente Blvd/Olympic Blvd	260	345	210	285	276	265	282	278
69. La Brea Ave/Olympic Blvd	345	201	224	287	190	246	355	266
70. Highland Ave/Olympic Blvd	58	199	86	246	77	257	56	201
71. Crenshaw Blvd/Olympic Blvd	249	241	63	269	72	283	233	231
72. Western Ave/Olympic Blvd	232	234	115	314	139	321	218	217
73. Vermont Ave/Olympic Blvd	190	236	135	340	133	343	199	225
74. Alvarado St/Olympic Blvd	290	159	137	240	119	315	194	198
75. Comstock Ave/Wilshire Blvd	105	-145	0	45	-50	13	0	42

AM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	224	74	210	0	79	237	194
2. S Beverly Glen Blvd/Sunset Blvd	0	421	-46	170	0	147	75	323
3. N Beverly Glen Blvd/Sunset Blvd	192	246	147	0	-7	171	421	0
4. Centinela Ave/Wilshire Blvd	0	57	4	50	0	13	9	88
5. Bundy Dr/Wilshire Blvd	134	70	73	-5	48	29	151	45
6. Barrington Ave/Wilshire Blvd	87	68	53	25	29	85	42	77
7. Federal Ave/Wilshire Blvd	114	60	75	85	166	56	43	68
8. Sepulveda Blvd/Wilshire Blvd	-20	85	45	42	-21	-6	51	129
9. Veteran Ave/Wilshire Blvd	169	-40	57	-50	65	-78	116	32
10. Westwood Blvd/Wilshire Blvd	71	59	260	-54	295	-26	31	34
11. S Beverly Glen Blvd/Wilshire Blvd	95	42	161	85	86	45	133	117
12. Santa Monica Blvd/Wilshire Blvd	191	-149	172	127	108	99	280	-146
13. Centinela Ave/Santa Monica Blvd	9	150	47	137	4	141	34	164
14. Bundy Dr/Santa Monica Blvd	151	166	184	141	73	174	247	150
15. Barrington Ave/Santa Monica Blvd	68	143	32	197	40	152	52	198
16. Federal Ave/Santa Monica Blvd	90	149	54	152	86	157	59	143
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	123	112	0	127	0	282	-143	223
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	152	64	282	183	202	0	112
19. Sepulveda Blvd/Santa Monica Blvd	130	215	177	202	170	221	183	152
20. Veteran Ave/Santa Monica Blvd	59	164	142	221	119	181	70	215
21. Westwood Blvd/Santa Monica Blvd	136	294	279	301	379	244	206	183
22. Overland Ave/Santa Monica Blvd	0	322	161	244	0	389	43	294
23. S Beverly Glen Blvd/Santa Monica Blvd	130	323	103	262	210	296	105	208
24. Century Park W/Santa Monica Blvd	0	305	134	339	0	322	124	331
25. Ave of the Stars/Santa Monica Blvd	0	281	163	322	0	405	57	305
26. Century Park E/Santa Monica Blvd	0	364	6	281	0	208	96	348
27. Bundy Dr/Olympic Blvd	148	278	84	191	117	199	154	232
28. Barrington Ave/Olympic Blvd	66	249	215	199	108	195	149	278
29. Sepulveda Blvd/Olympic Blvd	183	283	199	228	177	325	85	308
30. Veteran Ave/Olympic Blvd	70	287	92	325	142	278	71	283
31. Westwood Blvd/Olympic Blvd	187	279	248	311	362	212	184	267
32. Overland Ave/Olympic Blvd	43	337	151	212	161	203	101	279
33. S Beverly Glen Blvd/Olympic Blvd	89	380	155	192	178	236	92	309
34. Century Park W/Olympic Blvd	105	441	0	213	128	294	0	336
35. Century Park E/Olympic Blvd	34	585	179	344	145	337	130	530
36. Sepulveda Blvd/Pico Blvd	129	294	244	206	234	303	150	184
37. Veteran Ave/Pico Blvd	27	292	0	303	57	270	0	294
38. Westwood Blvd/Pico Blvd	178	307	273	304	237	383	156	285
39. Overland Ave/Pico Blvd	101	323	288	383	151	464	174	307
40. Fairfax Ave/3rd St	158	217	93	143	119	99	161	245
41. La Brea Ave/3rd St	349	169	156	151	150	153	367	154
42. Highland Ave/3rd St	146	152	139	159	125	138	182	151
43. Western Ave/3rd St	230	152	190	187	122	167	295	181
44. Vermont Ave/3rd St	261	129	185	187	159	252	259	92
45. Fairfax Ave/6th St	161	136	87	69	103	67	177	105
46. La Brea Ave/6th St	367	153	146	133	156	127	291	225
47. Highland Ave/6th St	182	145	152	127	139	149	164	153
48. Western Ave/6th St	296	170	136	202	124	204	271	204
49. Vermont Ave/6th St	270	99	190	155	171	193	239	110
50. Alvarado St/6th St	242	114	174	332	112	261	415	72
51. San Vicente Blvd/Wilshire Blvd	175	118	360	131	173	84	277	248
52. Fairfax Ave/Wilshire Blvd	177	50	93	-7	87	21	144	61
53. La Brea Ave/Wilshire Blvd	291	18	160	30	146	-23	390	-15
54. Highland Ave/Wilshire Blvd	164	-26	125	-23	152	-27	95	18
55. Crenshaw Blvd/Wilshire Blvd	0	-4	109	-15	0	-83	235	-62
56. Western Ave/Wilshire Blvd	271	-52	105	73	136	17	308	-47
57. Vermont Ave/Wilshire Blvd	239	0	204	-34	190	42	249	-50
58. Alvarado St/Wilshire Blvd	415	-155	166	-291	174	-322	439	-156
59. Fairfax Ave/8th St	144	73	116	17	93	111	146	0
60. La Brea Ave/8th St	390	63	190	61	160	89	345	109
61. Highland Ave/8th St	95	104	91	89	125	125	67	63
62. Crenshaw Blvd/8th St	235	91	72	62	109	92	249	10
63. Western Ave/8th St	296	69	166	80	107	130	277	96
64. Vermont Ave/8th St	191	119	147	276	157	226	220	128
65. Alvarado St/8th St	358	130	116	193	161	282	252	101
66. Fairfax Ave/San Vicente Blvd	166	276	217	295	200	260	200	293
67. Fairfax Ave/Olympic Blvd	200	278	78	347	217	285	67	333
68. San Vicente Blvd/Olympic Blvd	260	345	210	285	276	265	282	278
69. La Brea Ave/Olympic Blvd	345	201	224	287	190	246	355	266
70. Highland Ave/Olympic Blvd	58	199	86	246	77	257	56	201
71. Crenshaw Blvd/Olympic Blvd	249	241	63	269	72	283	233	231
72. Western Ave/Olympic Blvd	232	234	115	314	139	321	218	217
73. Vermont Ave/Olympic Blvd	190	236	135	340	133	343	199	225
74. Alvarado St/Olympic Blvd	290	159	137	240	119	315	194	198
75. Comstock Ave/Wilshire Blvd	105	-145	0	45	-50	13	0	42

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2020WP AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,673	587	2,392	0	2,523	760	1,370
2. S Beverly Glen Blvd/Sunset Blvd	169	2,511	441	1,107	179	1,344	691	2,014
3. N Beverly Glen Blvd/Sunset Blvd	1,226	1,440	147	1,198	345	1,163	421	2,083
4. Centinela Ave/Wilshire Blvd	20	1,584	172	1,061	49	1,037	89	1,661
5. Bundy Dr/Wilshire Blvd	843	1,575	921	1,265	792	1,309	898	1,606
6. Barrington Ave/Wilshire Blvd	745	1,706	664	1,165	514	1,462	532	1,772
7. Federal Ave/Wilshire Blvd	1,681	2,640	566	1,857	1,345	3,203	420	1,776
8. Sepulveda Blvd/Wilshire Blvd	1,192	2,829	711	3,015	356	3,307	941	3,142
9. Veteran Ave/Wilshire Blvd	614	2,497	1,059	4,346	1,265	3,881	479	2,890
10. Westwood Blvd/Wilshire Blvd	563	2,197	1,121	2,544	1,427	2,155	607	2,235
11. S Beverly Glen Blvd/Wilshire Blvd	838	1,984	847	2,372	684	2,052	1,195	2,108
12. Santa Monica Blvd/Wilshire Blvd	2,192	1,800	940	2,274	1,437	1,670	1,922	2,177
13. Centinela Ave/Santa Monica Blvd	316	1,226	511	882	384	915	378	1,259
14. Bundy Dr/Santa Monica Blvd	1,113	1,282	1,177	879	1,023	911	1,211	1,308
15. Barrington Ave/Santa Monica Blvd	693	1,339	780	1,292	692	1,307	689	1,417
16. Federal Ave/Santa Monica Blvd	419	1,432	295	1,279	397	1,394	273	1,360
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,284	2,196	0	1,702	0	2,009	1,294	1,878
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,712	1,988	1,994	1,331	2,160	0	2,203
19. Sepulveda Blvd/Santa Monica Blvd	710	1,778	1,090	2,099	988	2,034	964	1,692
20. Veteran Ave/Santa Monica Blvd	392	1,788	557	2,128	581	2,121	332	1,829
21. Westwood Blvd/Santa Monica Blvd	956	2,056	1,469	2,310	1,679	2,299	1,071	1,743
22. Overland Ave/Santa Monica Blvd	149	2,224	486	2,024	0	2,364	443	2,075
23. S Beverly Glen Blvd/Santa Monica Blvd	1,806	1,685	1,087	2,062	1,035	2,657	1,349	1,601
24. Century Park W/Santa Monica Blvd	0	1,759	318	2,777	0	2,570	605	1,678
25. Ave of the Stars/Santa Monica Blvd	0	2,014	656	2,572	6	2,283	1,202	1,752
26. Century Park E/Santa Monica Blvd	0	2,891	404	2,156	0	1,760	1,611	2,080
27. Bundy Dr/Olympic Blvd	1,589	2,270	1,924	1,638	1,747	1,916	1,527	2,233
28. Barrington Ave/Olympic Blvd	991	1,978	1,783	1,647	1,292	2,071	799	2,238
29. Sepulveda Blvd/Olympic Blvd	781	2,511	1,512	2,146	1,302	2,416	663	2,572
30. Veteran Ave/Olympic Blvd	327	2,382	490	2,260	506	2,301	253	2,400
31. Westwood Blvd/Olympic Blvd	841	2,475	1,285	2,372	1,400	2,445	714	2,415
32. Overland Ave/Olympic Blvd	390	2,542	727	2,581	427	2,838	533	2,442
33. S Beverly Glen Blvd/Olympic Blvd	1,316	2,649	1,140	3,104	1,102	3,480	834	2,790
34. Century Park W/Olympic Blvd	267	2,451	0	3,765	1,125	3,072	0	2,285
35. Century Park E/Olympic Blvd	1,442	3,244	950	2,132	654	2,570	691	3,853
36. Sepulveda Blvd/Pico Blvd	737	1,661	1,887	2,013	1,542	2,159	777	1,819
37. Veteran Ave/Pico Blvd	125	1,766	0	2,171	277	2,045	0	1,740
38. Westwood Blvd/Pico Blvd	736	1,951	1,235	1,955	1,344	2,046	627	1,860
39. Overland Ave/Pico Blvd	633	2,024	1,960	2,060	734	2,955	1,156	1,834
40. Fairfax Ave/3rd St	1,483	1,963	1,005	832	1,085	945	1,514	1,752
41. La Brea Ave/3rd St	2,137	1,647	1,629	1,231	1,591	1,219	2,161	1,673
42. Highland Ave/3rd St	1,577	1,556	1,264	1,233	1,354	1,136	1,589	1,551
43. Western Ave/3rd St	1,465	1,344	1,225	1,371	1,159	1,401	1,432	1,420
44. Vermont Ave/3rd St	1,696	1,301	1,472	1,485	1,565	1,456	1,591	1,342
45. Fairfax Ave/6th St	1,465	834	751	341	813	396	1,554	626
46. La Brea Ave/6th St	2,131	1,277	1,619	849	1,598	860	1,955	1,462
47. Highland Ave/6th St	1,598	1,246	1,284	805	1,267	855	1,497	1,313
48. Western Ave/6th St	1,424	1,129	1,105	1,094	1,098	1,090	1,358	1,207
49. Vermont Ave/6th St	1,586	1,230	1,547	1,349	1,523	1,456	1,464	1,268
50. Alvarado St/6th St	1,524	806	1,085	1,477	1,085	1,320	1,650	836
51. San Vicente Blvd/Wilshire Blvd	1,511	1,663	1,951	1,402	1,671	1,375	1,373	2,106
52. Fairfax Ave/Wilshire Blvd	1,869	1,645	1,313	811	1,127	935	1,628	1,949
53. La Brea Ave/Wilshire Blvd	1,883	1,644	1,581	1,144	1,543	1,082	1,890	1,736
54. Highland Ave/Wilshire Blvd	1,309	1,549	1,107	1,086	1,320	1,067	926	1,736
55. Crenshaw Blvd/Wilshire Blvd	0	1,723	1,222	1,322	0	1,325	927	2,015
56. Western Ave/Wilshire Blvd	1,313	1,200	1,049	1,117	1,009	1,183	1,249	1,255
57. Vermont Ave/Wilshire Blvd	1,489	1,442	1,585	1,386	1,482	1,469	1,495	1,478
58. Alvarado St/Wilshire Blvd	1,618	779	1,060	881	1,089	851	1,535	862
59. Fairfax Ave/8th St	1,217	493	1,163	35	1,229	341	1,338	0
60. La Brea Ave/8th St	1,917	259	1,651	218	1,568	183	1,892	401
61. Highland Ave/8th St	951	132	1,137	111	1,175	165	854	138
62. Crenshaw Blvd/8th St	872	588	1,216	256	1,170	383	1,165	213
63. Western Ave/8th St	1,414	609	1,149	706	1,117	745	1,410	605
64. Vermont Ave/8th St	1,369	693	1,668	925	1,588	893	1,352	819
65. Alvarado St/8th St	1,259	671	1,085	858	1,110	974	1,119	668
66. Fairfax Ave/San Vicente Blvd	1,357	1,914	1,068	1,049	1,247	983	1,283	1,874
67. Fairfax Ave/Olympic Blvd	1,233	1,917	935	1,679	1,071	1,545	852	2,294
68. San Vicente Blvd/Olympic Blvd	1,025	2,473	1,500	1,561	1,880	1,387	1,197	2,097
69. La Brea Ave/Olympic Blvd	2,016	1,758	1,701	1,481	1,656	1,478	1,861	1,961
70. Highland Ave/Olympic Blvd	857	1,860	833	1,489	879	1,430	915	1,816
71. Crenshaw Blvd/Olympic Blvd	1,268	2,661	1,275	1,529	1,205	1,577	1,248	2,699
72. Western Ave/Olympic Blvd	1,392	1,779	1,142	1,978	1,133	2,066	1,195	1,897
73. Vermont Ave/Olympic Blvd	1,362	1,676	1,487	1,807	1,476	1,795	1,312	1,748
74. Alvarado St/Olympic Blvd	1,286	1,155	999	1,750	1,022	1,833	910	1,427
75. Comstock Ave/Wilshire Blvd	348	2,081	126	2,151	145	2,232	215	2,114

POST-PROCESS THESE NUMBERS

2020WP AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	587	760	0	0	2,392	1,370	1,673	2,523	4,652	4,654
2. S Beverly Glen Blvd/Sunset Blvd	441	691	169	179	1,107	2,014	2,511	1,344	4,228	4,228
3. N Beverly Glen Blvd/Sunset Blvd	147	421	1,226	345	1,198	2,083	1,440	1,163	4,012	4,012
4. Centinela Ave/Wilshire Blvd	172	89	20	49	1,061	1,661	1,584	1,037	2,836	2,835
5. Bundy Dr/Wilshire Blvd	921	898	843	792	1,265	1,606	1,575	1,309	4,604	4,605
6. Barrington Ave/Wilshire Blvd	664	532	745	514	1,165	1,772	1,706	1,462	4,280	4,280
7. Federal Ave/Wilshire Blvd	566	420	1,681	1,345	1,857	1,776	2,640	3,203	6,745	6,744
8. Sepulveda Blvd/Wilshire Blvd	711	941	1,192	356	3,015	3,142	2,829	3,307	7,746	7,747
9. Veteran Ave/Wilshire Blvd	1,059	479	614	1,265	4,346	2,890	2,497	3,881	8,516	8,515
10. Westwood Blvd/Wilshire Blvd	1,121	607	563	1,427	2,544	2,235	2,197	2,155	6,425	6,423
11. S Beverly Glen Blvd/Wilshire Blvd	847	1,195	838	684	2,372	2,108	1,984	2,052	6,041	6,039
12. Santa Monica Blvd/Wilshire Blvd	940	1,922	2,192	1,437	2,274	2,177	1,800	1,670	7,206	7,206
13. Centinela Ave/Santa Monica Blvd	511	378	316	384	882	1,259	1,226	915	2,935	2,935
14. Bundy Dr/Santa Monica Blvd	1,177	1,211	1,113	1,023	879	1,308	1,282	911	4,451	4,453
15. Barrington Ave/Santa Monica Blvd	780	689	693	692	1,292	1,417	1,339	1,307	4,103	4,105
16. Federal Ave/Santa Monica Blvd	295	273	419	397	1,279	1,360	1,432	1,394	3,424	3,424
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,294	1,284	0	1,702	1,878	2,196	2,009	5,182	5,182
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,988	0	0	1,331	1,994	2,203	1,712	2,160	5,695	5,694
19. Sepulveda Blvd/Santa Monica Blvd	1,090	964	710	988	2,099	1,692	1,778	2,034	5,676	5,678
20. Veteran Ave/Santa Monica Blvd	557	332	392	581	2,128	1,829	1,788	2,121	4,865	4,864
21. Westwood Blvd/Santa Monica Blvd	1,469	1,071	956	1,679	2,310	1,743	2,056	2,299	6,790	6,792
22. Overland Ave/Santa Monica Blvd	486	443	149	0	2,024	2,075	2,224	2,364	4,883	4,882
23. S Beverly Glen Blvd/Santa Monica Blvd	1,087	1,349	1,806	1,035	2,062	1,601	1,685	2,657	6,641	6,642
24. Century Park W/Santa Monica Blvd	318	605	0	0	2,777	1,678	1,759	2,570	4,854	4,853
25. Ave of the Stars/Santa Monica Blvd	656	1,202	0	6	2,572	1,752	2,014	2,283	5,242	5,243
26. Century Park E/Santa Monica Blvd	404	1,611	0	0	2,156	2,080	2,891	1,760	5,451	5,452
27. Bundy Dr/Olympic Blvd	1,924	1,527	1,589	1,747	1,638	2,233	2,270	1,916	7,422	7,423
28. Barrington Ave/Olympic Blvd	1,783	799	991	1,292	1,647	2,238	1,978	2,071	6,400	6,401
29. Sepulveda Blvd/Olympic Blvd	1,512	663	781	1,302	2,146	2,572	2,511	2,416	6,951	6,953
30. Veteran Ave/Olympic Blvd	490	253	327	506	2,260	2,400	2,382	2,301	5,460	5,460
31. Westwood Blvd/Olympic Blvd	1,285	714	841	1,400	2,372	2,415	2,475	2,445	6,974	6,974
32. Overland Ave/Olympic Blvd	727	533	390	427	2,581	2,442	2,542	2,838	6,239	6,240
33. S Beverly Glen Blvd/Olympic Blvd	1,140	834	1,316	1,102	3,104	2,790	2,649	3,480	8,208	8,207
34. Century Park W/Olympic Blvd	0	0	267	1,125	3,765	2,285	2,451	3,072	6,483	6,482
35. Century Park E/Olympic Blvd	950	691	1,442	654	2,132	3,853	3,244	2,570	7,768	7,768
36. Sepulveda Blvd/Pico Blvd	1,887	777	737	1,542	2,013	1,819	1,661	2,159	6,298	6,296
37. Veteran Ave/Pico Blvd	0	0	125	277	2,171	1,740	1,766	2,045	4,063	4,062
38. Westwood Blvd/Pico Blvd	1,235	627	736	1,344	1,955	1,860	1,951	2,046	5,878	5,877
39. Overland Ave/Pico Blvd	1,960	1,156	633	734	2,060	1,834	2,024	2,955	6,678	6,679
40. Fairfax Ave/3rd St	1,005	1,514	1,483	1,085	832	1,752	1,963	945	5,283	5,296
41. La Brea Ave/3rd St	1,629	2,161	2,137	1,591	1,231	1,673	1,647	1,219	6,645	6,644
42. Highland Ave/3rd St	1,264	1,589	1,577	1,354	1,233	1,551	1,556	1,136	5,630	5,630
43. Western Ave/3rd St	1,225	1,432	1,465	1,159	1,371	1,420	1,344	1,401	5,405	5,411
44. Vermont Ave/3rd St	1,472	1,591	1,696	1,565	1,485	1,342	1,301	1,456	5,954	5,954
45. Fairfax Ave/6th St	751	1,554	1,465	813	341	626	834	396	3,390	3,389
46. La Brea Ave/6th St	1,619	1,955	2,131	1,598	849	1,462	1,277	860	5,875	5,875
47. Highland Ave/6th St	1,284	1,497	1,598	1,267	805	1,313	1,246	855	4,933	4,932
48. Western Ave/6th St	1,105	1,358	1,424	1,098	1,094	1,207	1,129	1,090	4,753	4,752
49. Vermont Ave/6th St	1,547	1,464	1,586	1,523	1,349	1,268	1,230	1,456	5,713	5,712
50. Alvarado St/6th St	1,085	1,650	1,524	1,085	1,477	836	806	1,320	4,892	4,890
51. San Vicente Blvd/Wilshire Blvd	1,951	1,373	1,511	1,671	1,402	2,106	1,663	1,375	6,528	6,526
52. Fairfax Ave/Wilshire Blvd	1,313	1,628	1,869	1,127	811	1,949	1,645	935	5,638	5,638
53. La Brea Ave/Wilshire Blvd	1,581	1,890	1,883	1,543	1,144	1,736	1,644	1,082	6,253	6,252
54. Highland Ave/Wilshire Blvd	1,107	926	1,309	1,320	1,086	1,736	1,549	1,067	5,051	5,049
55. Crenshaw Blvd/Wilshire Blvd	1,222	927	0	0	1,322	2,015	1,723	1,325	4,268	4,268
56. Western Ave/Wilshire Blvd	1,049	1,249	1,313	1,009	1,117	1,255	1,200	1,183	4,679	4,696
57. Vermont Ave/Wilshire Blvd	1,585	1,495	1,489	1,482	1,386	1,478	1,442	1,469	5,902	5,924
58. Alvarado St/Wilshire Blvd	1,060	1,535	1,618	1,089	881	862	779	851	4,338	4,338
59. Fairfax Ave/8th St	1,163	1,338	1,217	1,229	35	0	493	341	2,908	2,908
60. La Brea Ave/8th St	1,651	1,892	1,917	1,568	218	401	259	183	4,046	4,045
61. Highland Ave/8th St	1,137	854	951	1,175	111	138	132	165	2,332	2,333
62. Crenshaw Blvd/8th St	1,216	1,165	872	1,170	256	213	588	383	2,931	2,931
63. Western Ave/8th St	1,149	1,410	1,414	1,117	706	605	609	745	3,878	3,877
64. Vermont Ave/8th St	1,668	1,352	1,369	1,588	925	819	693	893	4,655	4,653
65. Alvarado St/8th St	1,085	1,119	1,259	1,110	858	668	671	974	3,873	3,872
66. Fairfax Ave/San Vicente Blvd	1,068	1,283	1,357	1,247	1,049	1,874	1,914	983	5,388	5,387
67. Fairfax Ave/Olympic Blvd	935	852	1,233	1,071	1,679	2,294	1,917	1,545	5,763	5,762
68. San Vicente Blvd/Olympic Blvd	1,500	1,197	1,025	1,880	1,561	2,097	2,473	1,387	6,560	6,561
69. La Brea Ave/Olympic Blvd	1,701	1,861	2,016	1,656	1,481	1,961	1,758	1,478	6,956	6,956
70. Highland Ave/Olympic Blvd	833	915	857	879	1,489	1,816	1,860	1,430	5,038	5,040
71. Crenshaw Blvd/Olympic Blvd	1,275	1,248	1,268	1,205	1,529	2,699	2,661	1,577	6,732	6,729
72. Western Ave/Olympic Blvd	1,142	1,195	1,392	1,133	1,978	1,897	1,779	2,066	6,291	6,291
73. Vermont Ave/Olympic Blvd	1,487	1,312	1,362	1,476	1,807	1,748	1,676	1,795	6,332	6,331
74. Alvarado St/Olympic Blvd	999	910	1,286	1,022	1,750	1,427	1,155	1,833	5,192	5,192
75. Comstock Ave/Wilshire Blvd	126	215	348	145	2,151	2,114	2,081	2,232	4,706	4,706

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2020WP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,547	1,627	822	0	1,258	556	2,182	3,996	3,996
2. S Beverly Glen Blvd/Sunset Blvd	0	1,587	693	1,759	0	2,417	401	1,221	4,039	4,039
3. N Beverly Glen Blvd/Sunset Blvd	652	1,107	2,417	0	1,316	1,272	1,587	0	4,176	4,175
4. Centinela Ave/Wilshire Blvd	0	1,322	287	1,449	0	1,576	146	1,335	3,058	3,057
5. Bundy Dr/Wilshire Blvd	700	1485	1176	1470	908	1677	1027	1219	4,831	4,831
6. Barrington Ave/Wilshire Blvd	605	1610	600	1963	579	1984	517	1698	4,778	4,778
7. Federal Ave/Wilshire Blvd	2373	1309	575	1984	1041	2987	602	1610	6,241	6,240
8. Sepulveda Blvd/Wilshire Blvd	642	3020	1091	2833	1374	2564	949	2698	7,586	7,585
9. Veteran Ave/Wilshire Blvd	1171	3104	858	2923	1390	2295	561	3809	8,056	8,055
10. Westwood Blvd/Wilshire Blvd	2231	1715	826	1937	1578	1809	1118	2201	6,709	6,706
11. S Beverly Glen Blvd/Wilshire Blvd	639	1533	1179	2266	806	1710	1016	2085	5,617	5,617
12. Santa Monica Blvd/Wilshire Blvd	1472	2183	1758	2158	1899	1696	1849	2126	7,571	7,570
13. Centinela Ave/Santa Monica Blvd	146	855	274	1471	287	1112	283	1064	2,746	2,746
14. Bundy Dr/Santa Monica Blvd	1027	1134	1799	1112	1176	1430	1613	855	5,072	5,074
15. Barrington Ave/Santa Monica Blvd	697	1149	768	1907	874	1732	758	1156	4,521	4,520
16. Federal Ave/Santa Monica Blvd	619	1212	387	1732	636	1774	391	1149	3,950	3,950
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	845	2117	0	2569	0	2396	1070	2066	5,531	5,532
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2628	820	2396	2026	1700	0	2117	5,844	5,843
19. Sepulveda Blvd/Santa Monica Blvd	1339	2280	1370	1700	1208	1624	1231	2628	6,689	6,691
20. Veteran Ave/Santa Monica Blvd	701	2169	434	1624	332	1922	394	2280	4,928	4,928
21. Westwood Blvd/Santa Monica Blvd	1666	1950	1489	1749	1232	1909	1731	1983	6,854	6,855
22. Overland Ave/Santa Monica Blvd	0	2529	519	1909	0	2311	696	1950	4,957	4,957
23. S Beverly Glen Blvd/Santa Monica Blvd	886	2291	1294	1806	1033	2052	1070	2121	6,277	6,276
24. Century Park W/Santa Monica Blvd	0	2351	750	1824	0	2130	704	2091	4,925	4,925
25. Ave of the Stars/Santa Monica Blvd	0	2099	1044	2130	0	2089	833	2351	5,273	5,273
26. Century Park E/Santa Monica Blvd	0	2357	189	2914	0	3024	451	1985	5,460	5,460
27. Bundy Dr/Olympic Blvd	1544	1638	1317	2007	1344	1969	1572	1620	6,506	6,505
28. Barrington Ave/Olympic Blvd	862	2079	1341	1969	1092	1737	1785	1638	6,251	6,252
29. Sepulveda Blvd/Olympic Blvd	1231	2925	934	2519	1370	2458	1743	2038	7,609	7,609
30. Veteran Ave/Olympic Blvd	394	3173	243	2458	434	2389	520	2925	6,268	6,268
31. Westwood Blvd/Olympic Blvd	1466	3203	1264	2177	1249	2242	1563	3056	8,110	8,110
32. Overland Ave/Olympic Blvd	696	3698	538	2242	519	2325	1127	3203	7,174	7,174
33. S Beverly Glen Blvd/Olympic Blvd	1503	3397	886	2078	1029	2196	1133	3506	7,864	7,864
34. Century Park W/Olympic Blvd	1204	2449	0	1905	592	2110	0	2855	5,558	5,557
35. Century Park E/Olympic Blvd	1062	2326	665	2819	255	2621	1017	2979	6,872	6,872
36. Sepulveda Blvd/Pico Blvd	1871	1891	1166	1471	1102	1510	1829	1959	6,399	6,400
37. Veteran Ave/Pico Blvd	391	1743	0	1510	75	1678	0	1891	3,644	3,644
38. Westwood Blvd/Pico Blvd	1368	1649	973	1757	1068	1462	1697	1520	5,747	5,747
39. Overland Ave/Pico Blvd	1127	2145	1111	1462	538	1949	1709	1649	5,845	5,845
40. Fairfax Ave/3rd St	1077	1183	1341	1538	1392	1639	1088	1030	5,139	5,149
41. La Brea Ave/3rd St	1751	1247	2271	1210	2031	1278	1893	1277	6,479	6,479
42. Highland Ave/3rd St	1362	1292	1967	1081	1798	1090	1633	1180	5,702	5,701
43. Western Ave/3rd St	1056	1196	1548	1457	1384	1293	1341	1246	5,257	5,264
44. Vermont Ave/3rd St	1595	1690	2017	1332	2265	968	1640	1762	6,634	6,635
45. Fairfax Ave/6th St	1088	519	1462	653	1351	766	1056	550	3,722	3,723
46. La Brea Ave/6th St	1893	834	2138	1183	2271	941	1770	1067	6,048	6,049
47. Highland Ave/6th St	1633	1066	1754	941	1967	1168	1425	834	5,394	5,394
48. Western Ave/6th St	1021	1325	1679	1408	1531	1103	1356	1442	5,433	5,432
49. Vermont Ave/6th St	1752	1279	2462	1307	2204	1215	1917	1463	6,800	6,799
50. Alvarado St/6th St	1007	1493	1560	1133	1313	1250	1227	1404	5,193	5,194
51. San Vicente Blvd/Wilshire Blvd	1735	1531	1221	2062	1334	2205	1657	1354	6,549	6,550
52. Fairfax Ave/Wilshire Blvd	1056	1481	1593	1996	1462	1805	1186	1673	6,126	6,126
53. La Brea Ave/Wilshire Blvd	1770	1315	2578	1624	2138	1846	2011	1293	7,287	7,288
54. Highland Ave/Wilshire Blvd	1425	1471	876	1846	1754	1584	967	1315	5,618	5,620
55. Crenshaw Blvd/Wilshire Blvd	0	2101	1472	1521	0	2340	1353	1401	5,094	5,094
56. Western Ave/Wilshire Blvd	1356	1549	1696	1840	1679	1592	1498	1690	6,441	6,459
57. Vermont Ave/Wilshire Blvd	1917	1741	1763	1695	2462	1653	1623	1398	7,116	7,136
58. Alvarado St/Wilshire Blvd	1227	983	1648	884	1560	690	1407	1087	4,742	4,744
59. Fairfax Ave/8th St	1186	991	922	153	1593	815	845	0	3,252	3,253
60. La Brea Ave/8th St	2011	381	2386	554	2578	412	2139	203	5,332	5,332
61. Highland Ave/8th St	967	571	1018	412	876	819	892	381	2,968	2,968
62. Crenshaw Blvd/8th St	1353	521	1494	283	1472	618	1369	191	3,651	3,650
63. Western Ave/8th St	1464	876	1362	625	1600	716	1225	787	4,327	4,328
64. Vermont Ave/8th St	1502	1370	1510	1249	1535	1207	1524	1365	5,631	5,631
65. Alvarado St/8th St	1189	1149	1499	785	1644	767	1173	1038	4,622	4,622
66. Fairfax Ave/San Vicente Blvd	1455	1815	1442	2134	1395	2016	1573	1862	6,846	6,846
67. Fairfax Ave/Olympic Blvd	1573	1875	712	2897	1442	2366	914	2335	7,057	7,057
68. San Vicente Blvd/Olympic Blvd	2016	2009	1687	2366	1815	2723	1665	1875	8,078	8,078
69. La Brea Ave/Olympic Blvd	2139	1712	2420	2487	2386	2208	2248	1915	8,758	8,757
70. Highland Ave/Olympic Blvd	807	1764	829	2208	958	2111	828	1712	5,608	5,609
71. Crenshaw Blvd/Olympic Blvd	1369	1839	1418	2309	1494	2115	1248	2075	6,935	6,932
72. Western Ave/Olympic Blvd	1487	1996	1329	1955	1519	1875	1379	1995	6,767	6,768
73. Vermont Ave/Olympic Blvd	1522	2438	1557	1948	1621	2018	1606	2219	7,465	7,464
74. Alvarado St/Olympic Blvd	1173	1831	1149	1579	1453	1447	935	1897	5,732	5,732
75. Comstock Ave/Wilshire Blvd	449	1720	0	1710	386	1960	0	1533	3,879	3,879

PM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	149	177	91	0	100	26	291
2. S Beverly Glen Blvd/Sunset Blvd	0	297	47	217	0	304	1	255
3. N Beverly Glen Blvd/Sunset Blvd	75	215	304	0	107	190	297	0
4. Centinela Ave/Wilshire Blvd	0	7	24	139	0	78	6	85
5. Bundy Dr/Wilshire Blvd	95	11	138	60	76	144	94	-9
6. Barrington Ave/Wilshire Blvd	61	-1	62	154	30	186	53	7
7. Federal Ave/Wilshire Blvd	177	-69	29	186	81	220	22	-1
8. Sepulveda Blvd/Wilshire Blvd	-121	104	127	265	64	200	-14	123
9. Veteran Ave/Wilshire Blvd	-70	238	127	-33	-48	81	-6	234
10. Westwood Blvd/Wilshire Blvd	113	51	54	-81	37	-13	85	25
11. S Beverly Glen Blvd/Wilshire Blvd	15	54	182	132	57	79	99	148
12. Santa Monica Blvd/Wilshire Blvd	98	157	151	47	160	72	187	32
13. Centinela Ave/Santa Monica Blvd	6	136	-1	146	24	193	-8	79
14. Bundy Dr/Santa Monica Blvd	94	135	262	193	138	202	209	136
15. Barrington Ave/Santa Monica Blvd	37	123	65	238	74	207	27	153
16. Federal Ave/Santa Monica Blvd	74	93	83	207	100	185	49	123
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	113	21	0	224	0	249	38	72
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	194	-8	249	298	115	0	21
19. Sepulveda Blvd/Santa Monica Blvd	81	274	205	115	188	141	154	194
20. Veteran Ave/Santa Monica Blvd	102	177	114	141	62	142	57	274
21. Westwood Blvd/Santa Monica Blvd	143	230	210	190	158	226	174	216
22. Overland Ave/Santa Monica Blvd	0	285	159	226	0	330	110	230
23. S Beverly Glen Blvd/Santa Monica Blvd	117	306	130	215	179	270	83	236
24. Century Park W/Santa Monica Blvd	0	364	110	253	0	334	87	306
25. Ave of the Stars/Santa Monica Blvd	0	326	198	334	0	381	113	364
26. Century Park E/Santa Monica Blvd	0	252	32	399	0	354	64	265
27. Bundy Dr/Olympic Blvd	107	212	115	218	121	247	92	191
28. Barrington Ave/Olympic Blvd	67	202	148	247	83	204	166	212
29. Sepulveda Blvd/Olympic Blvd	154	264	139	283	205	300	125	208
30. Veteran Ave/Olympic Blvd	57	305	22	300	114	232	74	264
31. Westwood Blvd/Olympic Blvd	157	389	139	285	188	256	183	343
32. Overland Ave/Olympic Blvd	110	490	144	256	159	263	188	389
33. S Beverly Glen Blvd/Olympic Blvd	121	507	95	251	98	296	99	481
34. Century Park W/Olympic Blvd	140	382	0	260	86	251	0	444
35. Century Park E/Olympic Blvd	150	483	98	343	53	424	126	472
36. Sepulveda Blvd/Pico Blvd	139	261	182	205	119	198	170	300
37. Veteran Ave/Pico Blvd	59	257	0	198	42	213	0	261
38. Westwood Blvd/Pico Blvd	126	251	192	197	185	125	222	233
39. Overland Ave/Pico Blvd	188	359	151	125	144	242	186	251
40. Fairfax Ave/3rd St	80	114	161	202	160	189	66	151
41. La Brea Ave/3rd St	189	156	261	129	232	164	167	171
42. Highland Ave/3rd St	135	179	193	134	184	127	156	173
43. Western Ave/3rd St	155	169	227	196	211	162	189	191
44. Vermont Ave/3rd St	194	191	305	130	301	87	214	219
45. Fairfax Ave/6th St	66	94	227	63	171	140	97	43
46. La Brea Ave/6th St	167	131	251	151	261	146	116	178
47. Highland Ave/6th St	156	152	198	146	193	198	130	131
48. Western Ave/6th St	135	242	222	166	226	152	128	258
49. Vermont Ave/6th St	214	193	254	134	318	173	113	189
50. Alvarado St/6th St	152	277	274	253	187	211	262	298
51. San Vicente Blvd/Wilshire Blvd	150	123	308	176	200	62	302	195
52. Fairfax Ave/Wilshire Blvd	97	113	255	-66	227	-3	76	99
53. La Brea Ave/Wilshire Blvd	116	42	265	6	251	1	185	-7
54. Highland Ave/Wilshire Blvd	130	17	82	1	198	-91	84	42
55. Crenshaw Blvd/Wilshire Blvd	0	2	183	-110	0	-83	106	52
56. Western Ave/Wilshire Blvd	128	-13	229	-1	222	-70	218	-9
57. Vermont Ave/Wilshire Blvd	113	-8	369	-71	254	7	191	-29
58. Alvarado St/Wilshire Blvd	262	-235	251	-263	274	-277	276	-257
59. Fairfax Ave/8th St	76	144	210	64	255	125	114	0
60. La Brea Ave/8th St	185	51	293	58	265	66	185	71
61. Highland Ave/8th St	84	140	63	66	82	149	71	51
62. Crenshaw Blvd/8th St	106	129	198	40	183	115	155	19
63. Western Ave/8th St	213	118	211	70	214	74	194	132
64. Vermont Ave/8th St	195	243	197	183	213	159	204	243
65. Alvarado St/8th St	172	292	184	160	254	176	151	228
66. Fairfax Ave/San Vicente Blvd	127	344	187	287	241	250	184	271
67. Fairfax Ave/Olympic Blvd	184	187	42	398	187	264	70	289
68. San Vicente Blvd/Olympic Blvd	250	237	297	264	344	437	80	187
69. La Brea Ave/Olympic Blvd	185	276	323	306	293	279	235	282
70. Highland Ave/Olympic Blvd	59	227	36	279	49	209	68	276
71. Crenshaw Blvd/Olympic Blvd	155	297	219	274	198	304	150	290
72. Western Ave/Olympic Blvd	176	309	156	242	171	254	164	296
73. Vermont Ave/Olympic Blvd	149	371	159	237	179	247	162	326
74. Alvarado St/Olympic Blvd	195	312	158	201	211	225	139	291
75. Comstock Ave/Wilshire Blvd	0	-62	0	79	18	-54	0	54

PM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE								1
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	149	177	91	0	100	26	291
2. S Beverly Glen Blvd/Sunset Blvd	0	297	47	217	0	304	1	255
3. N Beverly Glen Blvd/Sunset Blvd	75	215	304	0	107	190	297	0
4. Centinela Ave/Wilshire Blvd	0	7	24	139	0	78	6	85
5. Bundy Dr/Wilshire Blvd	95	11	138	60	76	144	94	-9
6. Barrington Ave/Wilshire Blvd	61	-1	62	154	30	186	53	7
7. Federal Ave/Wilshire Blvd	177	-69	29	186	81	220	22	-1
8. Sepulveda Blvd/Wilshire Blvd	-121	104	127	265	64	200	-14	123
9. Veteran Ave/Wilshire Blvd	-70	238	127	-33	-48	81	-6	234
10. Westwood Blvd/Wilshire Blvd	113	51	54	-81	37	-13	85	25
11. S Beverly Glen Blvd/Wilshire Blvd	15	54	182	132	57	79	99	148
12. Santa Monica Blvd/Wilshire Blvd	98	157	151	47	160	72	187	32
13. Centinela Ave/Santa Monica Blvd	6	136	-1	146	24	193	-8	79
14. Bundy Dr/Santa Monica Blvd	94	135	262	193	138	202	209	136
15. Barrington Ave/Santa Monica Blvd	37	123	65	238	74	207	27	153
16. Federal Ave/Santa Monica Blvd	74	93	83	207	100	185	49	123
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	113	21	0	224	0	249	38	72
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	194	-8	249	298	115	0	21
19. Sepulveda Blvd/Santa Monica Blvd	81	274	205	115	188	141	154	194
20. Veteran Ave/Santa Monica Blvd	102	177	114	141	62	142	57	274
21. Westwood Blvd/Santa Monica Blvd	143	230	210	190	158	226	174	216
22. Overland Ave/Santa Monica Blvd	0	285	159	226	0	330	110	230
23. S Beverly Glen Blvd/Santa Monica Blvd	117	306	130	215	179	270	83	236
24. Century Park W/Santa Monica Blvd	0	364	110	253	0	334	87	306
25. Ave of the Stars/Santa Monica Blvd	0	326	198	334	0	381	113	364
26. Century Park E/Santa Monica Blvd	0	252	32	399	0	354	64	265
27. Bundy Dr/Olympic Blvd	107	212	115	218	121	247	92	191
28. Barrington Ave/Olympic Blvd	67	202	148	247	83	204	166	212
29. Sepulveda Blvd/Olympic Blvd	154	264	139	283	205	300	125	208
30. Veteran Ave/Olympic Blvd	57	305	22	300	114	232	74	264
31. Westwood Blvd/Olympic Blvd	157	389	139	285	188	256	183	343
32. Overland Ave/Olympic Blvd	110	490	144	256	159	263	188	389
33. S Beverly Glen Blvd/Olympic Blvd	121	507	95	251	98	296	99	481
34. Century Park W/Olympic Blvd	140	382	0	260	86	251	0	444
35. Century Park E/Olympic Blvd	150	483	98	343	53	424	126	472
36. Sepulveda Blvd/Pico Blvd	139	261	182	205	119	198	170	300
37. Veteran Ave/Pico Blvd	59	257	0	198	42	213	0	261
38. Westwood Blvd/Pico Blvd	126	251	192	197	185	125	222	233
39. Overland Ave/Pico Blvd	188	359	151	125	144	242	186	251
40. Fairfax Ave/3rd St	80	114	161	202	160	189	66	151
41. La Brea Ave/3rd St	189	156	261	129	232	164	167	171
42. Highland Ave/3rd St	135	179	193	134	184	127	156	173
43. Western Ave/3rd St	155	169	227	196	211	162	189	191
44. Vermont Ave/3rd St	194	191	305	130	301	87	214	219
45. Fairfax Ave/6th St	66	94	227	63	171	140	97	43
46. La Brea Ave/6th St	167	131	251	151	261	146	116	178
47. Highland Ave/6th St	156	152	198	146	193	198	130	131
48. Western Ave/6th St	135	242	222	166	226	152	128	258
49. Vermont Ave/6th St	214	193	254	134	318	173	113	189
50. Alvarado St/6th St	152	277	274	253	187	211	262	298
51. San Vicente Blvd/Wilshire Blvd	150	123	308	176	200	62	302	195
52. Fairfax Ave/Wilshire Blvd	97	113	255	-66	227	-3	76	99
53. La Brea Ave/Wilshire Blvd	116	42	265	6	251	1	185	-7
54. Highland Ave/Wilshire Blvd	130	17	82	1	198	-91	84	42
55. Crenshaw Blvd/Wilshire Blvd	0	2	183	-110	0	-83	106	52
56. Western Ave/Wilshire Blvd	128	-13	229	-1	222	-70	218	-9
57. Vermont Ave/Wilshire Blvd	113	-8	369	-71	254	7	191	-29
58. Alvarado St/Wilshire Blvd	262	-235	251	-263	274	-277	276	-257
59. Fairfax Ave/8th St	76	144	210	64	255	125	114	0
60. La Brea Ave/8th St	185	51	293	58	265	66	185	71
61. Highland Ave/8th St	84	140	63	66	82	149	71	51
62. Crenshaw Blvd/8th St	106	129	198	40	183	115	155	19
63. Western Ave/8th St	213	118	211	70	214	74	194	132
64. Vermont Ave/8th St	195	243	197	183	213	159	204	243
65. Alvarado St/8th St	172	292	184	160	254	176	151	228
66. Fairfax Ave/San Vicente Blvd	127	344	187	287	241	250	184	271
67. Fairfax Ave/Olympic Blvd	184	187	42	398	187	264	70	289
68. San Vicente Blvd/Olympic Blvd	250	237	297	264	344	437	80	187
69. La Brea Ave/Olympic Blvd	185	276	323	306	293	279	235	282
70. Highland Ave/Olympic Blvd	59	227	36	279	49	209	68	276
71. Crenshaw Blvd/Olympic Blvd	155	297	219	274	198	304	150	290
72. Western Ave/Olympic Blvd	176	309	156	242	171	254	164	296
73. Vermont Ave/Olympic Blvd	149	371	159	237	179	247	162	326
74. Alvarado St/Olympic Blvd	195	312	158	201	211	225	139	291
75. Comstock Ave/Wilshire Blvd	0	-62	0	79	18	-54	0	54

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2020WP PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,199	971	1,395	0	1,677	445	2,443
2. S Beverly Glen Blvd/Sunset Blvd	180	1,746	769	1,766	147	2,324	466	1,523
3. N Beverly Glen Blvd/Sunset Blvd	570	1,372	304	2,017	1,142	1,382	297	1,442
4. Centinela Ave/Wilshire Blvd	45	1,571	171	1,361	99	1,292	43	1,713
5. Bundy Dr/Wilshire Blvd	701	1,613	1,308	1,343	1,211	1,399	721	1,636
6. Barrington Ave/Wilshire Blvd	536	1,794	411	1,518	369	1,537	572	1,780
7. Federal Ave/Wilshire Blvd	1,267	2,647	767	1,549	1,452	2,637	346	1,794
8. Sepulveda Blvd/Wilshire Blvd	559	2,873	1,074	2,302	937	2,427	758	2,684
9. Veteran Ave/Wilshire Blvd	1,074	3,121	1,294	2,558	946	2,560	535	4,005
10. Westwood Blvd/Wilshire Blvd	1,125	1,871	865	2,072	832	2,035	1,098	1,965
11. S Beverly Glen Blvd/Wilshire Blvd	628	1,682	1,001	2,318	800	2,009	1,029	1,791
12. Santa Monica Blvd/Wilshire Blvd	1,510	2,213	1,079	2,305	1,557	1,859	1,483	2,207
13. Centinela Ave/Santa Monica Blvd	438	1,019	456	1,199	409	1,305	441	959
14. Bundy Dr/Santa Monica Blvd	884	905	1,503	1,312	1,306	1,288	1,042	969
15. Barrington Ave/Santa Monica Blvd	695	1,176	736	1,384	720	1,303	804	1,163
16. Federal Ave/Santa Monica Blvd	601	1,182	334	1,328	450	1,302	535	1,156
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,306	1,917	0	1,785	0	2,066	1,406	1,538
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,575	2,226	2,247	2,103	2,197	0	1,747
19. Sepulveda Blvd/Santa Monica Blvd	939	1,674	1,314	1,749	1,155	1,709	1,195	1,618
20. Veteran Ave/Santa Monica Blvd	689	2,000	460	2,070	508	1,988	660	2,065
21. Westwood Blvd/Santa Monica Blvd	1,593	1,998	1,455	2,284	1,757	2,232	1,732	1,609
22. Overland Ave/Santa Monica Blvd	86	2,425	503	1,892	0	2,168	571	2,167
23. S Beverly Glen Blvd/Santa Monica Blvd	1,487	2,491	851	1,770	1,227	1,885	1,407	2,079
24. Century Park W/Santa Monica Blvd	0	2,222	762	1,862	0	2,025	336	2,485
25. Ave of the Stars/Santa Monica Blvd	0	1,841	1,431	2,036	12	2,383	690	2,222
26. Century Park E/Santa Monica Blvd	0	1,788	1,181	2,410	0	2,862	723	1,795
27. Bundy Dr/Olympic Blvd	991	1,960	1,851	2,217	1,957	1,977	1,369	1,714
28. Barrington Ave/Olympic Blvd	1,680	1,953	1,355	2,115	1,339	1,921	2,016	1,828
29. Sepulveda Blvd/Olympic Blvd	998	3,160	1,511	2,147	1,633	2,101	1,122	2,957
30. Veteran Ave/Olympic Blvd	546	3,060	246	1,973	383	1,962	473	3,006
31. Westwood Blvd/Olympic Blvd	1,677	3,242	1,163	1,996	1,314	2,130	1,503	3,131
32. Overland Ave/Olympic Blvd	547	3,545	692	2,179	543	2,252	901	3,267
33. S Beverly Glen Blvd/Olympic Blvd	1,418	3,203	644	2,175	813	2,271	1,167	3,190
34. Century Park W/Olympic Blvd	890	2,422	0	2,189	280	2,151	0	3,069
35. Century Park E/Olympic Blvd	938	2,963	822	2,941	976	2,813	978	2,898
36. Sepulveda Blvd/Pico Blvd	1,258	2,144	1,570	1,793	1,358	1,742	1,545	2,119
37. Veteran Ave/Pico Blvd	510	2,145	0	1,776	248	1,861	0	2,324
38. Westwood Blvd/Pico Blvd	1,275	2,521	946	1,824	1,187	1,687	1,517	2,175
39. Overland Ave/Pico Blvd	962	2,752	1,643	1,720	627	1,907	2,017	2,526
40. Fairfax Ave/3rd St	1,424	1,125	1,274	1,516	1,500	1,556	1,287	1,005
41. La Brea Ave/3rd St	1,870	1,250	1,930	859	1,843	959	1,853	1,252
42. Highland Ave/3rd St	1,649	1,261	1,357	945	1,482	848	1,638	1,243
43. Western Ave/3rd St	1,403	1,375	1,337	1,437	1,377	1,337	1,424	1,420
44. Vermont Ave/3rd St	1,712	1,394	1,785	1,419	1,984	1,286	1,544	1,498
45. Fairfax Ave/6th St	1,182	622	1,126	485	1,104	635	1,261	416
46. La Brea Ave/6th St	1,858	986	1,935	1,253	1,945	1,269	1,732	1,087
47. Highland Ave/6th St	1,593	976	1,471	1,268	1,452	1,371	1,499	987
48. Western Ave/6th St	1,427	1,391	1,365	1,228	1,396	1,239	1,392	1,384
49. Vermont Ave/6th St	1,419	1,546	1,815	1,326	1,850	457	2,329	1,468
50. Alvarado St/6th St	1,153	1,378	1,431	1,329	1,457	1,172	1,287	1,377
51. San Vicente Blvd/Wilshire Blvd	2,182	1,506	1,250	2,057	1,206	1,828	2,280	1,682
52. Fairfax Ave/Wilshire Blvd	1,782	1,190	1,421	2,174	1,639	1,976	1,744	1,208
53. La Brea Ave/Wilshire Blvd	1,663	1,297	1,779	1,618	1,920	1,436	1,798	1,204
54. Highland Ave/Wilshire Blvd	1,368	1,331	1,036	1,484	1,447	1,310	989	1,475
55. Crenshaw Blvd/Wilshire Blvd	0	1,349	1,296	1,567	0	1,687	866	1,659
56. Western Ave/Wilshire Blvd	1,141	1,461	1,636	870	1,588	903	1,275	1,361
57. Vermont Ave/Wilshire Blvd	1,340	1,479	1,763	1,382	1,675	1,358	1,503	1,447
58. Alvarado St/Wilshire Blvd	1,307	974	1,354	783	1,455	729	1,344	890
59. Fairfax Ave/8th St	1,211	408	1,131	151	1,220	467	1,213	0
60. La Brea Ave/8th St	1,799	217	1,763	472	1,754	321	1,884	293
61. Highland Ave/8th St	1,005	168	1,005	109	1,053	213	916	104
62. Crenshaw Blvd/8th St	810	449	1,463	371	1,313	452	1,167	160
63. Western Ave/8th St	1,552	854	1,248	624	1,265	707	1,512	796
64. Vermont Ave/8th St	1,598	1,441	1,616	1,044	1,622	1,018	1,539	1,521
65. Alvarado St/8th St	1,176	1,150	1,185	832	1,254	860	1,147	1,083
66. Fairfax Ave/San Vicente Blvd	1,273	1,166	979	1,337	1,169	1,334	1,228	1,023
67. Fairfax Ave/Olympic Blvd	1,236	1,335	726	2,324	944	2,060	1,020	1,596
68. San Vicente Blvd/Olympic Blvd	1,282	1,537	993	2,032	1,184	1,920	1,392	1,349
69. La Brea Ave/Olympic Blvd	2,041	1,454	1,879	2,061	2,002	2,033	1,943	1,456
70. Highland Ave/Olympic Blvd	969	1,474	773	2,097	1,020	1,950	928	1,417
71. Crenshaw Blvd/Olympic Blvd	1,222	1,704	1,528	2,134	1,453	2,225	1,253	1,653
72. Western Ave/Olympic Blvd	1,544	1,776	1,186	2,002	1,234	2,112	1,400	1,764
73. Vermont Ave/Olympic Blvd	1,441	1,806	1,581	1,996	1,649	1,963	1,363	1,848
74. Alvarado St/Olympic Blvd	1,241	1,907	1,111	1,623	1,256	1,613	1,014	1,999
75. Comstock Ave/Wilshire Blvd	148	1,998	281	2,090	390	2,020	121	1,987

2020WP PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	971	445	0	0	1,395	2,443	2,199	1,677	4,565	4,565
2. S Beverly Glen Blvd/Sunset Blvd	769	466	180	147	1,766	1,523	1,746	2,324	4,461	4,460
3. N Beverly Glen Blvd/Sunset Blvd	304	297	570	1,142	2,017	1,442	1,372	1,382	4,263	4,263
4. Centinela Ave/Wilshire Blvd	171	43	45	99	1,361	1,713	1,571	1,292	3,148	3,147
5. Bundy Dr/Wilshire Blvd	1,308	721	701	1,211	1,343	1,636	1,613	1,399	4,965	4,966
6. Barrington Ave/Wilshire Blvd	411	572	536	369	1,518	1,780	1,794	1,537	4,258	4,258
7. Federal Ave/Wilshire Blvd	767	346	1,267	1,452	1,549	1,794	2,647	2,637	6,230	6,229
8. Sepulveda Blvd/Wilshire Blvd	1,074	758	559	937	2,302	2,684	2,873	2,427	6,808	6,806
9. Veteran Ave/Wilshire Blvd	1,294	535	1,074	946	2,558	4,005	3,121	2,560	8,047	8,046
10. Westwood Blvd/Wilshire Blvd	865	1,098	1,125	832	2,072	1,965	1,871	2,035	5,933	5,930
11. S Beverly Glen Blvd/Wilshire Blvd	1,001	1,029	628	800	2,318	1,791	1,682	2,009	5,629	5,629
12. Santa Monica Blvd/Wilshire Blvd	1,079	1,483	1,510	1,557	2,305	2,207	2,213	1,859	7,107	7,105
13. Centinela Ave/Santa Monica Blvd	456	441	438	409	1,199	959	1,019	1,305	3,113	3,114
14. Bundy Dr/Santa Monica Blvd	1,503	1,042	884	1,306	1,312	969	905	1,288	4,604	4,605
15. Barrington Ave/Santa Monica Blvd	736	804	695	720	1,384	1,163	1,176	1,303	3,991	3,989
16. Federal Ave/Santa Monica Blvd	334	535	601	450	1,328	1,156	1,182	1,302	3,444	3,444
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,406	1,306	0	1,785	1,538	1,917	2,066	5,009	5,010
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,226	0	0	2,103	2,247	1,747	1,575	2,197	6,048	6,047
19. Sepulveda Blvd/Santa Monica Blvd	1,314	1,195	939	1,155	1,749	1,618	1,674	1,709	5,675	5,677
20. Veteran Ave/Santa Monica Blvd	460	660	689	508	2,070	2,065	2,000	1,988	5,220	5,221
21. Westwood Blvd/Santa Monica Blvd	1,455	1,732	1,593	1,757	2,284	1,609	1,998	2,232	7,329	7,330
22. Overland Ave/Santa Monica Blvd	503	571	86	0	1,892	2,167	2,425	2,168	4,906	4,906
23. S Beverly Glen Blvd/Santa Monica Blvd	851	1,407	1,487	1,227	1,770	2,079	2,491	1,885	6,599	6,599
24. Century Park W/Santa Monica Blvd	762	336	0	0	1,862	2,485	2,222	2,025	4,846	4,846
25. Ave of the Stars/Santa Monica Blvd	1,431	690	0	12	2,036	2,222	1,841	2,383	5,308	5,308
26. Century Park E/Santa Monica Blvd	1,181	723	0	0	2,410	1,795	1,788	2,862	5,379	5,379
27. Bundy Dr/Olympic Blvd	1,851	1,369	991	1,957	2,217	1,714	1,960	1,977	7,018	7,017
28. Barrington Ave/Olympic Blvd	1,355	2,016	1,680	1,339	2,115	1,828	1,953	1,921	7,104	7,105
29. Sepulveda Blvd/Olympic Blvd	1,511	1,122	998	1,633	2,147	2,957	3,160	2,101	7,815	7,813
30. Veteran Ave/Olympic Blvd	246	473	546	383	1,973	3,006	3,060	1,962	5,824	5,824
31. Westwood Blvd/Olympic Blvd	1,163	1,503	1,677	1,314	1,996	3,131	3,242	2,130	8,079	8,079
32. Overland Ave/Olympic Blvd	692	901	547	543	2,179	3,267	3,545	2,252	6,964	6,963
33. S Beverly Glen Blvd/Olympic Blvd	644	1,167	1,418	813	2,175	3,190	3,203	2,271	7,441	7,441
34. Century Park W/Olympic Blvd	0	0	890	280	2,189	3,069	2,422	2,151	5,501	5,500
35. Century Park E/Olympic Blvd	822	978	938	976	2,941	2,898	2,963	2,813	7,664	7,665
36. Sepulveda Blvd/Pico Blvd	1,570	1,545	1,258	1,358	1,793	2,119	2,144	1,742	6,764	6,764
37. Veteran Ave/Pico Blvd	0	0	510	248	1,776	2,324	2,145	1,861	4,430	4,432
38. Westwood Blvd/Pico Blvd	946	1,517	1,275	1,187	1,824	2,175	2,521	1,687	6,567	6,566
39. Overland Ave/Pico Blvd	1,643	2,017	962	627	1,720	2,526	2,752	1,907	7,077	7,077
40. Fairfax Ave/3rd St	1,274	1,287	1,424	1,500	1,516	1,005	1,125	1,556	5,340	5,349
41. La Brea Ave/3rd St	1,930	1,853	1,870	1,843	859	1,252	1,250	959	5,908	5,907
42. Highland Ave/3rd St	1,357	1,638	1,649	1,482	945	1,243	1,261	848	5,213	5,212
43. Western Ave/3rd St	1,337	1,424	1,403	1,377	1,437	1,420	1,375	1,337	5,552	5,558
44. Vermont Ave/3rd St	1,785	1,544	1,712	1,984	1,419	1,498	1,394	1,286	6,311	6,312
45. Fairfax Ave/6th St	1,126	1,261	1,182	1,104	485	416	622	635	3,415	3,416
46. La Brea Ave/6th St	1,935	1,732	1,858	1,945	1,253	1,087	986	1,269	6,032	6,033
47. Highland Ave/6th St	1,471	1,499	1,593	1,452	1,268	987	976	1,371	5,309	5,309
48. Western Ave/6th St	1,365	1,392	1,427	1,396	1,228	1,384	1,391	1,239	5,412	5,411
49. Vermont Ave/6th St	1,815	2,329	1,419	1,850	1,326	1,468	1,546	457	6,107	6,105
50. Alvarado St/6th St	1,431	1,287	1,153	1,457	1,329	1,377	1,378	1,172	5,291	5,293
51. San Vicente Blvd/Wilshire Blvd	1,250	2,280	2,182	1,206	2,057	1,682	1,506	1,828	6,994	6,996
52. Fairfax Ave/Wilshire Blvd	1,421	1,744	1,782	1,639	2,174	1,208	1,190	1,976	6,568	6,568
53. La Brea Ave/Wilshire Blvd	1,779	1,798	1,663	1,920	1,618	1,204	1,297	1,436	6,357	6,358
54. Highland Ave/Wilshire Blvd	1,036	989	1,368	1,447	1,484	1,475	1,331	1,310	5,218	5,221
55. Crenshaw Blvd/Wilshire Blvd	1,296	866	0	0	1,567	1,659	1,349	1,687	4,213	4,213
56. Western Ave/Wilshire Blvd	1,636	1,275	1,141	1,588	870	1,361	1,461	903	5,108	5,126
57. Vermont Ave/Wilshire Blvd	1,763	1,503	1,340	1,675	1,382	1,447	1,479	1,358	5,963	5,983
58. Alvarado St/Wilshire Blvd	1,354	1,344	1,307	1,455	783	890	974	729	4,417	4,418
59. Fairfax Ave/8th St	1,131	1,213	1,211	1,220	151	0	408	467	2,900	2,900
60. La Brea Ave/8th St	1,763	1,884	1,799	1,754	472	293	217	321	4,251	4,251
61. Highland Ave/8th St	1,005	916	1,005	1,053	109	104	168	213	2,287	2,287
62. Crenshaw Blvd/8th St	1,463	1,167	810	1,313	371	160	449	452	3,094	3,093
63. Western Ave/8th St	1,248	1,512	1,552	1,265	624	796	854	707	4,278	4,280
64. Vermont Ave/8th St	1,616	1,539	1,598	1,622	1,044	1,521	1,441	1,018	5,699	5,700
65. Alvarado St/8th St	1,185	1,147	1,176	1,254	832	1,083	1,150	860	4,345	4,346
66. Fairfax Ave/San Vicente Blvd	979	1,228	1,273	1,169	1,337	1,023	1,166	1,334	4,754	4,755
67. Fairfax Ave/Olympic Blvd	726	1,020	1,236	944	2,324	1,596	1,335	2,060	5,621	5,620
68. San Vicente Blvd/Olympic Blvd	993	1,392	1,282	1,184	2,032	1,349	1,537	1,920	5,844	5,844
69. La Brea Ave/Olympic Blvd	1,879	1,943	2,041	2,002	2,061	1,456	1,454	2,033	7,435	7,434
70. Highland Ave/Olympic Blvd	773	928	969	1,020	2,097	1,417	1,474	1,950	5,313	5,314
71. Crenshaw Blvd/Olympic Blvd	1,528	1,253	1,222	1,453	2,134	1,653	1,704	2,225	6,588	6,585
72. Western Ave/Olympic Blvd	1,186	1,400	1,544	1,234	2,002	1,764	1,776	2,112	6,508	6,510
73. Vermont Ave/Olympic Blvd	1,581	1,363	1,441	1,649	1,996	1,848	1,806	1,963	6,824	6,822
74. Alvarado St/Olympic Blvd	1,111	1,014	1,241	1,256	1,623	1,999	1,907	1,613	5,882	5,882
75. Comstock Ave/Wilshire Blvd	281	121	148	390	2,090	1,987	1,998	2,020	4,517	4,518

YEAR 2020 WITH PROJECT ALTERNATIVE A CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2020WP Alt A AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL	TOTAL
	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Veteran Ave/Sunset Blvd	0	1,476	927	1,798	0	1,463	1,468	1,270	4,201	4,201
2. S Beverly Glen Blvd/Sunset Blvd	0	2,744	200	843	0	961	758	2,068	3,787	3,787
3. N Beverly Glen Blvd/Sunset Blvd	1,300	1,557	961	0	296	778	2,744	0	3,818	3,818
4. Centinela Ave/Wilshire Blvd	0	1,342	151	1,074	0	1,121	203	1,242	2,567	2,566
5. Bundy Dr/Wilshire Blvd	784	1506	1027	1020	828	1166	1092	1250	4,337	4,336
6. Barrington Ave/Wilshire Blvd	679	1,602	579	1,401	514	1,500	512	1,735	4,261	4,261
7. Federal Ave/Wilshire Blvd	2,136	1,494	569	1,500	1,110	2,408	578	1,602	5,699	5,698
8. Sepulveda Blvd/Wilshire Blvd	1,473	2,240	731	2,551	398	2,814	1,324	2,458	6,995	6,994
9. Veteran Ave/Wilshire Blvd	1,461	1,583	569	4,036	1,224	3,191	976	2,255	7,649	7,646
10. Westwood Blvd/Wilshire Blvd	1,133	1,612	977	2,423	2,475	1,579	741	1,348	6,145	6,143
11. S Beverly Glen Blvd/Wilshire Blvd	748	1,802	880	1,832	733	1,338	1,102	2,090	5,262	5,263
12. Santa Monica Blvd/Wilshire Blvd	1,725	1,684	1,434	1,983	1,432	1,369	2,040	1,984	6,826	6,825
13. Centinela Ave/Santa Monica Blvd	203	976	339	1,003	151	820	254	1,296	2,521	2,521
14. Bundy Dr/Santa Monica Blvd	1,092	1,315	1,616	820	1,027	1,112	1,730	976	4,843	4,845
15. Barrington Ave/Santa Monica Blvd	731	1,450	684	1,279	779	1,138	837	1,391	4,144	4,145
16. Federal Ave/Santa Monica Blvd	597	1,502	347	1,138	533	1,288	311	1,450	3,584	3,582
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,065	1,898	0	2,017	0	2,226	374	2,380	4,980	4,980
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,870	1,078	2,226	1,291	1,984	0	1,898	5,174	5,173
19. Sepulveda Blvd/Santa Monica Blvd	1,394	1,712	1,287	1,984	1,220	2,037	1,251	1,870	6,377	6,378
20. Veteran Ave/Santa Monica Blvd	257	2,003	556	2,037	814	2,063	264	1,712	4,853	4,853
21. Westwood Blvd/Santa Monica Blvd	1,142	1,861	1,727	2,082	1,694	1,964	1,323	1,830	6,812	6,811
22. Overland Ave/Santa Monica Blvd	0	2,262	583	1,964	0	2,510	438	1,861	4,809	4,809
23. S Beverly Glen Blvd/Santa Monica Blvd	986	2,129	928	2,134	803	2,286	1,214	1,873	6,177	6,176
24. Century Park W/Santa Monica Blvd	0	1,936	744	2,130	0	2,281	667	1,862	4,810	4,810
25. Ave of the Stars/Santa Monica Blvd	0	1,613	837	2,281	0	1,977	818	1,936	4,731	4,731
26. Century Park E/Santa Monica Blvd	0	2,728	334	1,776	0	2,020	301	2,517	4,838	4,838
27. Bundy Dr/Olympic Blvd	1,267	1,801	1,672	1,390	1,570	1,351	1,280	1,929	6,130	6,130
28. Barrington Ave/Olympic Blvd	814	1,957	1,738	1,351	1,227	1,691	1,142	1,801	5,860	5,861
29. Sepulveda Blvd/Olympic Blvd	1,251	2,190	1,223	2,450	1,287	2,458	1,104	2,265	7,114	7,114
30. Veteran Ave/Olympic Blvd	264	2,318	441	2,458	556	2,395	341	2,190	5,481	5,482
31. Westwood Blvd/Olympic Blvd	1,146	2,152	1,415	2,419	1,594	2,249	1,244	2,045	7,132	7,132
32. Overland Ave/Olympic Blvd	438	2,257	736	2,249	583	2,419	527	2,152	5,680	5,681
33. S Beverly Glen Blvd/Olympic Blvd	860	2,169	1,477	2,272	1,576	2,523	730	1,949	6,778	6,778
34. Century Park W/Olympic Blvd	376	2,409	0	2,094	1,117	1,878	0	1,884	4,879	4,879
35. Century Park E/Olympic Blvd	129	3,102	1,255	2,274	1,155	1,752	513	3,339	6,760	6,759
36. Sepulveda Blvd/Pico Blvd	1,357	1,629	1,726	1,178	1,518	1,846	1,122	1,403	5,890	5,889
37. Veteran Ave/Pico Blvd	88	1,667	0	1,846	145	1,827	0	1,629	3,601	3,601
38. Westwood Blvd/Pico Blvd	968	1,881	1,652	1,648	1,392	2,133	812	1,813	6,149	6,150
39. Overland Ave/Pico Blvd	527	2,305	1,636	2,133	736	2,794	1,190	1,881	6,601	6,601
40. Fairfax Ave/3rd St	1,379	1,663	975	777	997	996	1,263	1,550	4,794	4,806
41. La Brea Ave/3rd St	1,996	1,356	1,741	1,127	1,579	1,128	2,282	1,230	6,220	6,219
42. Highland Ave/3rd St	1,615	1,211	1,562	1,045	1,333	1,071	1,852	1,176	5,433	5,432
43. Western Ave/3rd St	1,307	1,320	1,209	1,171	933	1,147	1,505	1,429	5,007	5,014
44. Vermont Ave/3rd St	2,190	1,343	1,439	1,759	1,430	1,947	2,071	1,283	6,731	6,731
45. Fairfax Ave/6th St	1,263	900	839	497	986	354	1,441	719	3,499	3,500
46. La Brea Ave/6th St	2,282	1,058	1,626	793	1,741	679	2,016	1,323	5,759	5,759
47. Highland Ave/6th St	1,852	1,115	1,431	679	1,562	905	1,553	1,058	5,077	5,078
48. Western Ave/6th St	1,504	1,103	1,140	1,330	842	1,212	1,643	1,379	5,077	5,076
49. Vermont Ave/6th St	2,251	1,022	1,829	1,263	1,485	1,211	2,381	1,288	6,365	6,365
50. Alvarado St/6th St	1,311	976	1,037	1,371	833	1,377	1,645	841	4,695	4,696
51. San Vicente Blvd/Wilshire Blvd	1,091	2,094	1,582	930	1,305	1,235	872	2,286	5,697	5,698
52. Fairfax Ave/Wilshire Blvd	1,441	1,816	1,102	1,290	839	1,236	1,559	2,014	5,649	5,648
53. La Brea Ave/Wilshire Blvd	2,016	1,650	1,929	1,188	1,626	1,278	2,255	1,625	6,783	6,784
54. Highland Ave/Wilshire Blvd	1,553	1,597	905	1,278	1,431	1,295	956	1,650	5,333	5,332
55. Crenshaw Blvd/Wilshire Blvd	0	2,321	1,289	1,261	0	1,998	1,384	1,490	4,871	4,872
56. Western Ave/Wilshire Blvd	1,643	1,509	1,255	1,663	1,140	1,567	1,640	1,740	6,070	6,087
57. Vermont Ave/Wilshire Blvd	2,381	1,428	1,473	1,470	1,829	1,588	1,818	1,538	6,752	6,773
58. Alvarado St/Wilshire Blvd	1,645	864	1,205	1,576	1,037	1,472	1,734	1,046	5,290	5,289
59. Fairfax Ave/8th St	1,559	584	769	89	1,102	948	952	0	3,001	3,002
60. La Brea Ave/8th St	2,255	511	1,943	137	1,929	177	2,163	577	4,846	4,846
61. Highland Ave/8th St	956	751	1,040	177	905	605	903	511	2,924	2,924
62. Crenshaw Blvd/8th St	1,384	574	1,246	188	1,289	421	1,455	227	3,392	3,392
63. Western Ave/8th St	1,558	779	1,104	604	1,249	766	1,315	715	4,045	4,045
64. Vermont Ave/8th St	1,516	1,030	1,372	1,404	1,398	1,313	1,572	1,038	5,322	5,321
65. Alvarado St/8th St	1,573	607	1,061	1,001	1,120	1,095	1,466	560	4,242	4,241
66. Fairfax Ave/San Vicente Blvd	1,301	2,020	1,481	1,384	1,522	1,352	1,332	1,979	6,186	6,185
67. Fairfax Ave/Olympic Blvd	1,332	2,512	746	2,249	1,481	1,787	772	2,800	6,839	6,840
68. San Vicente Blvd/Olympic Blvd	1,352	2,630	1,906	1,787	2,020	1,769	1,374	2,512	7,675	7,675
69. La Brea Ave/Olympic Blvd	2,163	1,966	2,188	1,785	1,943	1,737	2,041	2,380	8,102	8,101
70. Highland Ave/Olympic Blvd	852	2,003	879	1,737	963	1,748	795	1,966	5,471	5,472
71. Crenshaw Blvd/Olympic Blvd	1,455	1,968	1,163	1,994	1,246	1,808	1,302	2,221	6,580	6,577
72. Western Ave/Olympic Blvd	1,582	1,882	1,148	1,840	1,251	1,822	1,406	1,972	6,452	6,451
73. Vermont Ave/Olympic Blvd	1,564	2,041	1,479	2,084	1,488	2,186	1,612	1,882	7,168	7,168
74. Alvarado St/Olympic Blvd	1,527	1,318	900	1,728	985	1,858	1,022	1,609	5,473	5,474
75. Comstock Ave/Wilshire Blvd	411	1,959	0	1,338	364	1,542	0	1,802	3,708	3,708

AM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	242	55	184	0	118	163	201
2. S Beverly Glen Blvd/Sunset Blvd	0	407	-27	177	0	162	77	318
3. N Beverly Glen Blvd/Sunset Blvd	184	225	162	0	2	162	407	0
4. Centinela Ave/Wilshire Blvd	0	99	4	58	0	25	14	121
5. Bundy Dr/Wilshire Blvd	141	122	109	6	73	50	170	84
6. Barrington Ave/Wilshire Blvd	85	123	59	37	21	110	46	127
7. Federal Ave/Wilshire Blvd	122	123	66	110	178	91	27	123
8. Sepulveda Blvd/Wilshire Blvd	37	155	146	61	-17	176	100	138
9. Veteran Ave/Wilshire Blvd	135	-36	39	326	131	37	136	157
10. Westwood Blvd/Wilshire Blvd	61	-27	118	48	252	-105	47	4
11. S Beverly Glen Blvd/Wilshire Blvd	160	-107	128	-14	113	-14	126	-58
12. Santa Monica Blvd/Wilshire Blvd	164	-149	170	117	99	109	262	-170
13. Centinela Ave/Santa Monica Blvd	14	136	3	141	4	146	20	124
14. Bundy Dr/Santa Monica Blvd	170	148	238	146	109	181	278	136
15. Barrington Ave/Santa Monica Blvd	61	92	35	199	37	138	64	150
16. Federal Ave/Santa Monica Blvd	66	103	45	138	86	104	67	92
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	48	82	0	110	0	249	-153	144
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	117	65	249	172	176	0	82
19. Sepulveda Blvd/Santa Monica Blvd	155	174	224	176	263	161	190	117
20. Veteran Ave/Santa Monica Blvd	58	192	132	161	119	178	71	174
21. Westwood Blvd/Santa Monica Blvd	146	296	177	287	258	232	221	195
22. Overland Ave/Santa Monica Blvd	0	310	129	232	0	335	39	296
23. S Beverly Glen Blvd/Santa Monica Blvd	124	320	123	255	170	289	94	267
24. Century Park W/Santa Monica Blvd	0	312	116	322	0	329	94	326
25. Ave of the Stars/Santa Monica Blvd	0	282	165	329	0	380	85	312
26. Century Park E/Santa Monica Blvd	0	362	7	273	0	201	97	345
27. Bundy Dr/Olympic Blvd	167	252	145	177	178	184	177	203
28. Barrington Ave/Olympic Blvd	69	247	182	184	94	202	136	252
29. Sepulveda Blvd/Olympic Blvd	190	268	122	240	224	213	84	300
30. Veteran Ave/Olympic Blvd	71	256	141	213	132	205	76	268
31. Westwood Blvd/Olympic Blvd	202	276	184	244	265	217	177	247
32. Overland Ave/Olympic Blvd	39	336	148	217	129	233	103	276
33. S Beverly Glen Blvd/Olympic Blvd	87	389	158	218	181	262	98	310
34. Century Park W/Olympic Blvd	88	387	0	231	101	250	0	354
35. Century Park E/Olympic Blvd	51	599	153	330	132	339	118	543
36. Sepulveda Blvd/Pico Blvd	145	307	212	175	197	304	149	187
37. Veteran Ave/Pico Blvd	16	302	0	304	65	249	0	307
38. Westwood Blvd/Pico Blvd	175	265	225	282	176	325	155	291
39. Overland Ave/Pico Blvd	103	339	241	325	148	435	161	265
40. Fairfax Ave/3rd St	184	204	91	153	131	99	176	240
41. La Brea Ave/3rd St	307	165	160	161	141	143	359	149
42. Highland Ave/3rd St	182	149	133	147	126	133	220	130
43. Western Ave/3rd St	226	166	196	181	127	170	288	191
44. Vermont Ave/3rd St	300	118	205	183	173	259	286	88
45. Fairfax Ave/6th St	176	147	91	74	102	77	184	125
46. La Brea Ave/6th St	359	148	147	122	160	131	270	215
47. Highland Ave/6th St	220	148	142	131	133	163	197	148
48. Western Ave/6th St	290	178	139	209	133	209	264	208
49. Vermont Ave/6th St	303	126	180	154	188	170	271	134
50. Alvarado St/6th St	203	96	166	195	116	176	321	47
51. San Vicente Blvd/Wilshire Blvd	212	95	287	133	134	114	292	188
52. Fairfax Ave/Wilshire Blvd	184	72	98	-18	91	42	146	56
53. La Brea Ave/Wilshire Blvd	270	40	151	46	147	-1	358	3
54. Highland Ave/Wilshire Blvd	197	-34	144	-1	142	-8	129	40
55. Crenshaw Blvd/Wilshire Blvd	0	-34	142	12	0	-38	197	-38
56. Western Ave/Wilshire Blvd	264	-55	113	84	139	32	293	-40
57. Vermont Ave/Wilshire Blvd	271	-4	217	4	180	70	280	-21
58. Alvarado St/Wilshire Blvd	321	67	190	266	166	242	335	100
59. Fairfax Ave/8th St	146	63	123	43	98	131	146	0
60. La Brea Ave/8th St	358	51	169	63	151	83	305	101
61. Highland Ave/8th St	129	94	96	83	144	110	98	51
62. Crenshaw Blvd/8th St	197	109	108	66	142	117	216	5
63. Western Ave/8th St	279	74	160	70	115	122	255	91
64. Vermont Ave/8th St	189	131	135	266	150	219	225	125
65. Alvarado St/8th St	310	123	130	173	184	228	235	88
66. Fairfax Ave/San Vicente Blvd	159	226	211	299	210	309	147	227
67. Fairfax Ave/Olympic Blvd	147	330	76	329	211	224	67	380
68. San Vicente Blvd/Olympic Blvd	309	374	184	224	226	273	263	330
69. La Brea Ave/Olympic Blvd	305	205	198	279	169	227	324	266
70. Highland Ave/Olympic Blvd	88	226	76	227	82	240	91	205
71. Crenshaw Blvd/Olympic Blvd	216	237	94	256	108	261	197	233
72. Western Ave/Olympic Blvd	245	233	100	298	117	310	220	229
73. Vermont Ave/Olympic Blvd	169	235	137	325	135	329	184	217
74. Alvarado St/Olympic Blvd	292	138	143	232	132	301	181	192
75. Comstock Ave/Wilshire Blvd	59	-175	0	-14	-25	2	0	-107

AM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	242	55	184	0	118	163	201
2. S Beverly Glen Blvd/Sunset Blvd	0	407	-27	177	0	162	77	318
3. N Beverly Glen Blvd/Sunset Blvd	184	225	162	0	2	162	407	0
4. Centinela Ave/Wilshire Blvd	0	99	4	58	0	25	14	121
5. Bundy Dr/Wilshire Blvd	141	122	109	6	73	50	170	84
6. Barrington Ave/Wilshire Blvd	85	123	59	37	21	110	46	127
7. Federal Ave/Wilshire Blvd	122	123	66	110	178	91	27	123
8. Sepulveda Blvd/Wilshire Blvd	37	155	146	61	-17	176	100	138
9. Veteran Ave/Wilshire Blvd	135	-36	39	326	131	37	136	157
10. Westwood Blvd/Wilshire Blvd	61	-27	118	48	252	-105	47	4
11. S Beverly Glen Blvd/Wilshire Blvd	160	-107	128	-14	113	-14	126	-58
12. Santa Monica Blvd/Wilshire Blvd	164	-149	170	117	99	109	262	-170
13. Centinela Ave/Santa Monica Blvd	14	136	3	141	4	146	20	124
14. Bundy Dr/Santa Monica Blvd	170	148	238	146	109	181	278	136
15. Barrington Ave/Santa Monica Blvd	61	92	35	199	37	138	64	150
16. Federal Ave/Santa Monica Blvd	66	103	45	138	86	104	67	92
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	48	82	0	110	0	249	-153	144
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	117	65	249	172	176	0	82
19. Sepulveda Blvd/Santa Monica Blvd	155	174	224	176	263	161	190	117
20. Veteran Ave/Santa Monica Blvd	58	192	132	161	119	178	71	174
21. Westwood Blvd/Santa Monica Blvd	146	296	177	287	258	232	221	195
22. Overland Ave/Santa Monica Blvd	0	310	129	232	0	335	39	296
23. S Beverly Glen Blvd/Santa Monica Blvd	124	320	123	255	170	289	94	267
24. Century Park W/Santa Monica Blvd	0	312	116	322	0	329	94	326
25. Ave of the Stars/Santa Monica Blvd	0	282	165	329	0	380	85	312
26. Century Park E/Santa Monica Blvd	0	362	7	273	0	201	97	345
27. Bundy Dr/Olympic Blvd	167	252	145	177	178	184	177	203
28. Barrington Ave/Olympic Blvd	69	247	182	184	94	202	136	252
29. Sepulveda Blvd/Olympic Blvd	190	268	122	240	224	213	84	300
30. Veteran Ave/Olympic Blvd	71	256	141	213	132	205	76	268
31. Westwood Blvd/Olympic Blvd	202	276	184	244	265	217	177	247
32. Overland Ave/Olympic Blvd	39	336	148	217	129	233	103	276
33. S Beverly Glen Blvd/Olympic Blvd	87	389	158	218	181	262	98	310
34. Century Park W/Olympic Blvd	88	387	0	231	101	250	0	354
35. Century Park E/Olympic Blvd	51	599	153	330	132	339	118	543
36. Sepulveda Blvd/Pico Blvd	145	307	212	175	197	304	149	187
37. Veteran Ave/Pico Blvd	16	302	0	304	65	249	0	307
38. Westwood Blvd/Pico Blvd	175	265	225	282	176	325	155	291
39. Overland Ave/Pico Blvd	103	339	241	325	148	435	161	265
40. Fairfax Ave/3rd St	184	204	91	153	131	99	176	240
41. La Brea Ave/3rd St	307	165	160	161	141	143	359	149
42. Highland Ave/3rd St	182	149	133	147	126	133	220	130
43. Western Ave/3rd St	226	166	196	181	127	170	288	191
44. Vermont Ave/3rd St	300	118	205	183	173	259	286	88
45. Fairfax Ave/6th St	176	147	91	74	102	77	184	125
46. La Brea Ave/6th St	359	148	147	122	160	131	270	215
47. Highland Ave/6th St	220	148	142	131	133	163	197	148
48. Western Ave/6th St	290	178	139	209	133	209	264	208
49. Vermont Ave/6th St	303	126	180	154	188	170	271	134
50. Alvarado St/6th St	203	96	166	195	116	176	321	47
51. San Vicente Blvd/Wilshire Blvd	212	95	287	133	134	114	292	188
52. Fairfax Ave/Wilshire Blvd	184	72	98	-18	91	42	146	56
53. La Brea Ave/Wilshire Blvd	270	40	151	46	147	-1	358	3
54. Highland Ave/Wilshire Blvd	197	-34	144	-1	142	-8	129	40
55. Crenshaw Blvd/Wilshire Blvd	0	-34	142	12	0	-38	197	-38
56. Western Ave/Wilshire Blvd	264	-55	113	84	139	32	293	-40
57. Vermont Ave/Wilshire Blvd	271	-4	217	4	180	70	280	-21
58. Alvarado St/Wilshire Blvd	321	67	190	266	166	242	335	100
59. Fairfax Ave/8th St	146	63	123	43	98	131	146	0
60. La Brea Ave/8th St	358	51	169	63	151	83	305	101
61. Highland Ave/8th St	129	94	96	83	144	110	98	51
62. Crenshaw Blvd/8th St	197	109	108	66	142	117	216	5
63. Western Ave/8th St	279	74	160	70	115	122	255	91
64. Vermont Ave/8th St	189	131	135	266	150	219	225	125
65. Alvarado St/8th St	310	123	130	173	184	228	235	88
66. Fairfax Ave/San Vicente Blvd	159	226	211	299	210	309	147	227
67. Fairfax Ave/Olympic Blvd	147	330	76	329	211	224	67	380
68. San Vicente Blvd/Olympic Blvd	309	374	184	224	226	273	263	330
69. La Brea Ave/Olympic Blvd	305	205	198	279	169	227	324	266
70. Highland Ave/Olympic Blvd	88	226	76	227	82	240	91	205
71. Crenshaw Blvd/Olympic Blvd	216	237	94	256	108	261	197	233
72. Western Ave/Olympic Blvd	245	233	100	298	117	310	220	229
73. Vermont Ave/Olympic Blvd	169	235	137	325	135	329	184	217
74. Alvarado St/Olympic Blvd	292	138	143	232	132	301	181	192
75. Comstock Ave/Wilshire Blvd	59	-175	0	-14	-25	2	0	-107

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2020WP AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,691	568	2,366	0	2,562	686	1,377
2. S Beverly Glen Blvd/Sunset Blvd	169	2,497	460	1,114	179	1,359	693	2,009
3. N Beverly Glen Blvd/Sunset Blvd	1,218	1,419	162	1,198	354	1,154	407	2,083
4. Centinela Ave/Wilshire Blvd	20	1,626	172	1,069	49	1,049	94	1,694
5. Bundy Dr/Wilshire Blvd	850	1,627	957	1,276	817	1,330	917	1,645
6. Barrington Ave/Wilshire Blvd	743	1,761	670	1,177	506	1,487	536	1,822
7. Federal Ave/Wilshire Blvd	1,689	2,703	557	1,882	1,357	3,238	404	1,831
8. Sepulveda Blvd/Wilshire Blvd	1,249	2,899	812	3,034	360	3,489	990	3,151
9. Veteran Ave/Wilshire Blvd	580	2,501	1,041	4,722	1,331	3,996	499	3,015
10. Westwood Blvd/Wilshire Blvd	553	2,111	979	2,646	1,384	2,076	623	2,205
11. S Beverly Glen Blvd/Wilshire Blvd	903	1,835	814	2,273	711	1,993	1,188	1,933
12. Santa Monica Blvd/Wilshire Blvd	2,165	1,800	938	2,264	1,428	1,680	1,904	2,153
13. Centinela Ave/Santa Monica Blvd	321	1,212	467	886	384	920	364	1,219
14. Bundy Dr/Santa Monica Blvd	1,132	1,264	1,231	884	1,059	918	1,242	1,294
15. Barrington Ave/Santa Monica Blvd	686	1,288	783	1,294	689	1,293	701	1,369
16. Federal Ave/Santa Monica Blvd	395	1,386	286	1,265	397	1,341	281	1,309
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,209	2,166	0	1,685	0	1,976	1,284	1,799
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,677	1,989	1,961	1,320	2,134	0	2,173
19. Sepulveda Blvd/Santa Monica Blvd	735	1,737	1,137	2,073	1,081	1,974	971	1,657
20. Veteran Ave/Santa Monica Blvd	391	1,816	547	2,068	581	2,118	333	1,788
21. Westwood Blvd/Santa Monica Blvd	966	2,058	1,367	2,296	1,558	2,287	1,086	1,755
22. Overland Ave/Santa Monica Blvd	149	2,212	454	2,012	0	2,310	439	2,077
23. S Beverly Glen Blvd/Santa Monica Blvd	1,800	1,682	1,107	2,055	995	2,650	1,338	1,660
24. Century Park W/Santa Monica Blvd	0	1,766	300	2,760	0	2,577	575	1,673
25. Ave of the Stars/Santa Monica Blvd	0	2,015	658	2,579	6	2,258	1,230	1,759
26. Century Park E/Santa Monica Blvd	0	2,889	405	2,148	0	1,753	1,612	2,077
27. Bundy Dr/Olympic Blvd	1,608	2,244	1,985	1,624	1,808	1,901	1,550	2,204
28. Barrington Ave/Olympic Blvd	994	1,976	1,750	1,632	1,278	2,078	786	2,212
29. Sepulveda Blvd/Olympic Blvd	788	2,496	1,435	2,158	1,349	2,304	662	2,564
30. Veteran Ave/Olympic Blvd	328	2,351	539	2,148	496	2,228	258	2,385
31. Westwood Blvd/Olympic Blvd	856	2,472	1,221	2,305	1,303	2,450	707	2,395
32. Overland Ave/Olympic Blvd	386	2,541	724	2,586	395	2,868	535	2,439
33. S Beverly Glen Blvd/Olympic Blvd	1,314	2,658	1,143	3,130	1,105	3,506	840	2,791
34. Century Park W/Olympic Blvd	250	2,397	0	3,783	1,098	3,028	0	2,303
35. Century Park E/Olympic Blvd	1,459	3,258	924	2,118	641	2,572	679	3,866
36. Sepulveda Blvd/Pico Blvd	753	1,674	1,855	1,982	1,505	2,160	776	1,822
37. Veteran Ave/Pico Blvd	114	1,776	0	2,172	285	2,024	0	1,753
38. Westwood Blvd/Pico Blvd	733	1,909	1,187	1,933	1,283	1,988	626	1,866
39. Overland Ave/Pico Blvd	635	2,040	1,913	2,002	731	2,926	1,143	1,792
40. Fairfax Ave/3rd St	1,509	1,950	1,003	842	1,097	945	1,529	1,747
41. La Brea Ave/3rd St	2,095	1,643	1,633	1,241	1,582	1,209	2,153	1,668
42. Highland Ave/3rd St	1,613	1,553	1,258	1,221	1,355	1,131	1,627	1,530
43. Western Ave/3rd St	1,461	1,358	1,231	1,365	1,164	1,404	1,425	1,430
44. Vermont Ave/3rd St	1,735	1,290	1,492	1,481	1,579	1,463	1,618	1,338
45. Fairfax Ave/6th St	1,480	845	755	346	812	406	1,561	646
46. La Brea Ave/6th St	2,123	1,272	1,620	838	1,602	864	1,934	1,452
47. Highland Ave/6th St	1,636	1,249	1,274	809	1,261	869	1,530	1,308
48. Western Ave/6th St	1,418	1,137	1,108	1,101	1,107	1,095	1,351	1,211
49. Vermont Ave/6th St	1,619	1,257	1,537	1,348	1,540	1,433	1,496	1,292
50. Alvarado St/6th St	1,485	788	1,077	1,340	1,089	1,235	1,556	811
51. San Vicente Blvd/Wilshire Blvd	1,548	1,640	1,878	1,404	1,632	1,405	1,388	2,046
52. Fairfax Ave/Wilshire Blvd	1,876	1,667	1,318	800	1,131	956	1,630	1,944
53. La Brea Ave/Wilshire Blvd	1,862	1,666	1,572	1,160	1,544	1,104	1,858	1,754
54. Highland Ave/Wilshire Blvd	1,342	1,541	1,126	1,108	1,310	1,086	960	1,758
55. Crenshaw Blvd/Wilshire Blvd	0	1,693	1,255	1,349	0	1,370	889	2,039
56. Western Ave/Wilshire Blvd	1,306	1,197	1,057	1,128	1,012	1,198	1,234	1,262
57. Vermont Ave/Wilshire Blvd	1,521	1,438	1,598	1,424	1,472	1,497	1,526	1,507
58. Alvarado St/Wilshire Blvd	1,524	1,001	1,084	1,438	1,081	1,415	1,431	1,118
59. Fairfax Ave/8th St	1,219	483	1,170	61	1,234	361	1,338	0
60. La Brea Ave/8th St	1,885	247	1,630	220	1,559	177	1,852	393
61. Highland Ave/8th St	985	122	1,142	105	1,194	150	885	126
62. Crenshaw Blvd/8th St	834	606	1,252	260	1,203	408	1,132	208
63. Western Ave/8th St	1,397	614	1,143	696	1,125	737	1,388	600
64. Vermont Ave/8th St	1,367	705	1,656	915	1,581	886	1,357	816
65. Alvarado St/8th St	1,211	664	1,099	838	1,133	920	1,102	655
66. Fairfax Ave/San Vicente Blvd	1,350	1,864	1,062	1,053	1,257	1,032	1,230	1,808
67. Fairfax Ave/Olympic Blvd	1,180	1,969	933	1,661	1,065	1,484	852	2,341
68. San Vicente Blvd/Olympic Blvd	1,074	2,502	1,474	1,500	1,830	1,395	1,178	2,149
69. La Brea Ave/Olympic Blvd	1,976	1,762	1,675	1,473	1,635	1,459	1,830	1,961
70. Highland Ave/Olympic Blvd	887	1,887	823	1,470	884	1,413	950	1,820
71. Crenshaw Blvd/Olympic Blvd	1,235	2,657	1,306	1,516	1,241	1,555	1,212	2,701
72. Western Ave/Olympic Blvd	1,405	1,778	1,127	1,962	1,111	2,055	1,197	1,909
73. Vermont Ave/Olympic Blvd	1,341	1,675	1,489	1,792	1,478	1,781	1,297	1,740
74. Alvarado St/Olympic Blvd	1,288	1,134	1,005	1,742	1,035	1,819	897	1,421
75. Comstock Ave/Wilshire Blvd	302	2,051	126	2,092	170	2,221	215	1,965

POST-PROCESS THESE NUMBERS

2020WP Alt A AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	568	686	0	0	2,366	1,377	1,691	2,562	4,625	4,626
2. S Beverly Glen Blvd/Sunset Blvd	460	693	169	179	1,114	2,009	2,497	1,359	4,240	4,240
3. N Beverly Glen Blvd/Sunset Blvd	162	407	1,218	354	1,198	2,083	1,419	1,154	3,998	3,998
4. Centinela Ave/Wilshire Blvd	172	94	20	49	1,069	1,694	1,626	1,049	2,886	2,885
5. Bundy Dr/Wilshire Blvd	957	917	850	817	1,276	1,645	1,627	1,330	4,710	4,709
6. Barrington Ave/Wilshire Blvd	670	536	743	506	1,177	1,822	1,761	1,487	4,351	4,351
7. Federal Ave/Wilshire Blvd	557	404	1,689	1,357	1,882	1,831	2,703	3,238	6,832	6,830
8. Sepulveda Blvd/Wilshire Blvd	812	990	1,249	360	3,034	3,151	2,899	3,489	7,993	7,991
9. Veteran Ave/Wilshire Blvd	1,041	499	580	1,331	4,722	3,015	2,501	3,996	8,844	8,841
10. Westwood Blvd/Wilshire Blvd	979	623	553	1,384	2,646	2,205	2,111	2,076	6,289	6,287
11. S Beverly Glen Blvd/Wilshire Blvd	814	1,188	903	711	2,273	1,933	1,835	1,993	5,825	5,825
12. Santa Monica Blvd/Wilshire Blvd	938	1,904	2,165	1,428	2,264	2,153	1,800	1,680	7,167	7,165
13. Centinela Ave/Santa Monica Blvd	467	364	321	384	886	1,219	1,212	920	2,886	2,886
14. Bundy Dr/Santa Monica Blvd	1,231	1,242	1,132	1,059	884	1,294	1,264	918	4,511	4,513
15. Barrington Ave/Santa Monica Blvd	783	701	686	689	1,294	1,369	1,288	1,293	4,050	4,052
16. Federal Ave/Santa Monica Blvd	286	281	395	397	1,265	1,309	1,386	1,341	3,331	3,328
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,284	1,209	0	1,685	1,799	2,166	1,976	5,060	5,060
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,989	0	0	1,320	1,961	2,173	1,677	2,134	5,628	5,627
19. Sepulveda Blvd/Santa Monica Blvd	1,137	971	735	1,081	2,073	1,657	1,737	1,974	5,681	5,683
20. Veteran Ave/Santa Monica Blvd	547	333	391	581	2,068	1,788	1,816	2,118	4,822	4,821
21. Westwood Blvd/Santa Monica Blvd	1,367	1,086	966	1,558	2,296	1,755	2,058	2,287	6,686	6,686
22. Overland Ave/Santa Monica Blvd	454	439	149	0	2,012	2,077	2,212	2,310	4,827	4,826
23. S Beverly Glen Blvd/Santa Monica Blvd	1,107	1,338	1,800	995	2,055	1,660	1,682	2,650	6,645	6,643
24. Century Park W/Santa Monica Blvd	300	575	0	0	2,760	1,673	1,766	2,577	4,826	4,825
25. Ave of the Stars/Santa Monica Blvd	658	1,230	0	6	2,579	1,759	2,015	2,258	5,252	5,253
26. Century Park E/Santa Monica Blvd	405	1,612	0	0	2,148	2,077	2,889	1,753	5,442	5,443
27. Bundy Dr/Olympic Blvd	1,985	1,550	1,608	1,808	1,624	2,204	2,244	1,901	7,462	7,463
28. Barrington Ave/Olympic Blvd	1,750	786	994	1,278	1,632	2,212	1,976	2,078	6,353	6,355
29. Sepulveda Blvd/Olympic Blvd	1,435	662	788	1,349	2,158	2,564	2,496	2,304	6,878	6,879
30. Veteran Ave/Olympic Blvd	539	258	328	496	2,148	2,385	2,351	2,228	5,367	5,367
31. Westwood Blvd/Olympic Blvd	1,221	707	856	1,303	2,305	2,395	2,472	2,450	6,855	6,855
32. Overland Ave/Olympic Blvd	724	535	386	395	2,586	2,439	2,541	2,868	6,236	6,237
33. S Beverly Glen Blvd/Olympic Blvd	1,143	840	1,314	1,105	3,130	2,791	2,658	3,506	8,244	8,243
34. Century Park W/Olympic Blvd	0	0	250	1,098	3,783	2,303	2,397	3,028	6,430	6,429
35. Century Park E/Olympic Blvd	924	679	1,459	641	2,118	3,866	3,258	2,572	7,759	7,758
36. Sepulveda Blvd/Pico Blvd	1,855	776	753	1,505	1,982	1,822	1,674	2,160	6,264	6,262
37. Veteran Ave/Pico Blvd	0	0	114	285	2,172	1,753	1,776	2,024	4,063	4,062
38. Westwood Blvd/Pico Blvd	1,187	626	733	1,283	1,933	1,866	1,909	1,988	5,763	5,763
39. Overland Ave/Pico Blvd	1,913	1,143	635	731	2,002	1,792	2,040	2,926	6,591	6,592
40. Fairfax Ave/3rd St	1,003	1,529	1,509	1,097	842	1,747	1,950	945	5,304	5,318
41. La Brea Ave/3rd St	1,633	2,153	2,095	1,582	1,241	1,668	1,643	1,209	6,613	6,612
42. Highland Ave/3rd St	1,258	1,627	1,613	1,355	1,221	1,530	1,553	1,131	5,645	5,643
43. Western Ave/3rd St	1,231	1,425	1,461	1,164	1,365	1,430	1,358	1,404	5,415	5,422
44. Vermont Ave/3rd St	1,492	1,618	1,735	1,579	1,481	1,338	1,290	1,463	5,998	5,998
45. Fairfax Ave/6th St	755	1,561	1,480	812	346	646	845	406	3,425	3,425
46. La Brea Ave/6th St	1,620	1,934	2,123	1,602	838	1,452	1,272	864	5,852	5,852
47. Highland Ave/6th St	1,274	1,530	1,636	1,261	809	1,308	1,249	869	4,968	4,968
48. Western Ave/6th St	1,108	1,351	1,418	1,107	1,101	1,211	1,137	1,095	4,765	4,763
49. Vermont Ave/6th St	1,537	1,496	1,619	1,540	1,348	1,292	1,257	1,433	5,762	5,762
50. Alvarado St/6th St	1,077	1,556	1,485	1,089	1,340	811	788	1,235	4,690	4,690
51. San Vicente Blvd/Wilshire Blvd	1,878	1,388	1,548	1,632	1,404	2,046	1,640	1,405	6,471	6,472
52. Fairfax Ave/Wilshire Blvd	1,318	1,630	1,876	1,131	800	1,944	1,667	956	5,661	5,660
53. La Brea Ave/Wilshire Blvd	1,572	1,858	1,862	1,544	1,160	1,754	1,666	1,104	6,261	6,261
54. Highland Ave/Wilshire Blvd	1,126	960	1,342	1,310	1,108	1,758	1,541	1,086	5,117	5,114
55. Crenshaw Blvd/Wilshire Blvd	1,255	889	0	0	1,349	2,039	1,693	1,370	4,298	4,299
56. Western Ave/Wilshire Blvd	1,057	1,234	1,306	1,012	1,128	1,262	1,197	1,198	4,688	4,706
57. Vermont Ave/Wilshire Blvd	1,598	1,526	1,521	1,472	1,424	1,507	1,438	1,497	5,981	6,002
58. Alvarado St/Wilshire Blvd	1,084	1,431	1,524	1,081	1,438	1,118	1,001	1,415	5,047	5,046
59. Fairfax Ave/8th St	1,170	1,338	1,219	1,234	61	0	483	361	2,933	2,933
60. La Brea Ave/8th St	1,630	1,852	1,885	1,559	220	393	247	177	3,983	3,982
61. Highland Ave/8th St	1,142	885	985	1,194	105	126	122	150	2,355	2,356
62. Crenshaw Blvd/8th St	1,252	1,132	834	1,203	260	208	606	408	2,951	2,951
63. Western Ave/8th St	1,143	1,388	1,397	1,125	696	600	614	737	3,850	3,850
64. Vermont Ave/8th St	1,656	1,357	1,367	1,581	915	816	705	886	4,643	4,641
65. Alvarado St/8th St	1,099	1,102	1,211	1,133	838	655	664	920	3,812	3,811
66. Fairfax Ave/San Vicente Blvd	1,062	1,230	1,350	1,257	1,053	1,808	1,864	1,032	5,329	5,327
67. Fairfax Ave/Olympic Blvd	933	852	1,180	1,065	1,661	2,341	1,969	1,484	5,742	5,742
68. San Vicente Blvd/Olympic Blvd	1,474	1,178	1,074	1,830	1,500	2,149	2,502	1,395	6,551	6,552
69. La Brea Ave/Olympic Blvd	1,675	1,830	1,976	1,635	1,473	1,961	1,762	1,459	6,886	6,885
70. Highland Ave/Olympic Blvd	823	950	887	884	1,470	1,820	1,887	1,413	5,066	5,067
71. Crenshaw Blvd/Olympic Blvd	1,306	1,212	1,235	1,241	1,516	2,701	2,657	1,555	6,713	6,709
72. Western Ave/Olympic Blvd	1,127	1,197	1,405	1,111	1,962	1,909	1,778	2,055	6,272	6,272
73. Vermont Ave/Olympic Blvd	1,489	1,297	1,341	1,478	1,792	1,740	1,675	1,781	6,297	6,296
74. Alvarado St/Olympic Blvd	1,005	897	1,288	1,035	1,742	1,421	1,134	1,819	5,171	5,172
75. Comstock Ave/Wilshire Blvd	126	215	302	170	2,092	1,965	2,051	2,221	4,571	4,571

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2020WP Alt A PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,560	1,597	799	0	1,293	537	2,127	3,956	3,957
2. S Beverly Glen Blvd/Sunset Blvd	0	1,570	705	1,757	0	2,414	409	1,209	4,032	4,032
3. N Beverly Glen Blvd/Sunset Blvd	646	1,108	2,414	0	1,321	1,275	1,570	0	4,168	4,166
4. Centinela Ave/Wilshire Blvd	0	1,324	294	1,444	0	1,569	150	1,342	3,062	3,061
5. Bundy Dr/Wilshire Blvd	697	1492	1191	1463	913	1694	1015	1222	4,843	4,844
6. Barrington Ave/Wilshire Blvd	614	1612	599	1979	581	1996	521	1705	4,804	4,803
7. Federal Ave/Wilshire Blvd	2347	1320	586	1996	1057	2980	600	1612	6,249	6,249
8. Sepulveda Blvd/Wilshire Blvd	613	3110	1133	2865	1456	2590	959	2716	7,721	7,721
9. Veteran Ave/Wilshire Blvd	1125	3187	869	3033	1389	2322	564	3937	8,214	8,212
10. Westwood Blvd/Wilshire Blvd	2256	1684	802	1921	1564	1712	1132	2253	6,663	6,661
11. S Beverly Glen Blvd/Wilshire Blvd	708	1384	1263	2042	853	1615	957	1972	5,397	5,397
12. Santa Monica Blvd/Wilshire Blvd	1460	2213	1704	2168	1916	1684	1840	2104	7,545	7,544
13. Centinela Ave/Santa Monica Blvd	150	853	289	1523	294	1138	305	1079	2,815	2,816
14. Bundy Dr/Santa Monica Blvd	1015	1141	1814	1138	1191	1450	1615	853	5,108	5,109
15. Barrington Ave/Santa Monica Blvd	718	1162	759	1918	904	1744	758	1150	4,557	4,556
16. Federal Ave/Santa Monica Blvd	582	1210	390	1744	627	1743	394	1162	3,926	3,926
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	829	2151	0	2557	0	2388	1080	2069	5,537	5,537
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2606	820	2388	1986	1677	0	2151	5,814	5,814
19. Sepulveda Blvd/Santa Monica Blvd	1384	2234	1372	1677	1241	1605	1213	2606	6,667	6,665
20. Veteran Ave/Santa Monica Blvd	672	2157	433	1605	327	1904	402	2234	4,867	4,867
21. Westwood Blvd/Santa Monica Blvd	1671	1925	1475	1737	1213	1887	1748	1959	6,808	6,807
22. Overland Ave/Santa Monica Blvd	0	2515	486	1887	0	2267	695	1925	4,888	4,887
23. S Beverly Glen Blvd/Santa Monica Blvd	826	2311	1362	1861	1118	2040	1077	2124	6,360	6,359
24. Century Park W/Santa Monica Blvd	0	2358	765	1815	0	2102	723	2112	4,938	4,937
25. Ave of the Stars/Santa Monica Blvd	0	2161	985	2102	0	2055	836	2358	5,248	5,249
26. Century Park E/Santa Monica Blvd	0	2359	176	2899	0	2995	452	1987	5,434	5,434
27. Bundy Dr/Olympic Blvd	1565	1637	1325	2021	1371	1978	1592	1605	6,548	6,546
28. Barrington Ave/Olympic Blvd	860	2085	1344	1978	1095	1750	1785	1637	6,267	6,267
29. Sepulveda Blvd/Olympic Blvd	1213	2903	919	2526	1372	2430	1718	2042	7,561	7,562
30. Veteran Ave/Olympic Blvd	402	3112	267	2430	433	2373	503	2903	6,211	6,212
31. Westwood Blvd/Olympic Blvd	1479	3168	1264	2150	1239	2257	1543	3022	8,061	8,061
32. Overland Ave/Olympic Blvd	695	3688	516	2257	486	2370	1133	3168	7,156	7,157
33. S Beverly Glen Blvd/Olympic Blvd	1501	3395	903	2125	1113	2187	1126	3496	7,924	7,922
34. Century Park W/Olympic Blvd	1188	2489	0	1892	607	2112	0	2850	5,569	5,569
35. Century Park E/Olympic Blvd	1055	2323	685	2849	245	2630	1043	2994	6,912	6,912
36. Sepulveda Blvd/Pico Blvd	1830	1911	1167	1443	1112	1502	1812	1924	6,351	6,350
37. Veteran Ave/Pico Blvd	391	1756	0	1502	75	1663	0	1911	3,649	3,649
38. Westwood Blvd/Pico Blvd	1400	1628	980	1751	1079	1477	1649	1554	5,759	5,759
39. Overland Ave/Pico Blvd	1133	2148	1096	1477	516	1972	1739	1628	5,854	5,855
40. Fairfax Ave/3rd St	1083	1168	1348	1545	1394	1635	1091	1035	5,144	5,155
41. La Brea Ave/3rd St	1747	1245	2295	1209	2076	1267	1886	1268	6,496	6,497
42. Highland Ave/3rd St	1369	1288	1932	1073	1747	1105	1629	1181	5,662	5,662
43. Western Ave/3rd St	1063	1199	1567	1448	1407	1297	1347	1234	5,277	5,285
44. Vermont Ave/3rd St	1572	1684	2038	1332	2274	966	1621	1764	6,626	6,625
45. Fairfax Ave/6th St	1091	523	1413	696	1358	751	1055	559	3,723	3,723
46. La Brea Ave/6th St	1886	838	2181	1176	2295	948	1770	1068	6,081	6,081
47. Highland Ave/6th St	1629	1064	1727	948	1932	1146	1452	838	5,368	5,368
48. Western Ave/6th St	1038	1341	1693	1414	1549	1118	1371	1449	5,486	5,487
49. Vermont Ave/6th St	1734	1296	2492	1308	2224	1225	1894	1487	6,830	6,830
50. Alvarado St/6th St	1012	1408	1558	963	1309	1173	1158	1300	4,941	4,940
51. San Vicente Blvd/Wilshire Blvd	1765	1564	1186	2034	1327	2196	1669	1357	6,549	6,549
52. Fairfax Ave/Wilshire Blvd	1055	1485	1611	1927	1413	1811	1158	1696	6,078	6,078
53. La Brea Ave/Wilshire Blvd	1770	1340	2541	1633	2181	1766	2025	1313	7,284	7,285
54. Highland Ave/Wilshire Blvd	1452	1456	930	1766	1727	1574	963	1340	5,604	5,604
55. Crenshaw Blvd/Wilshire Blvd	0	2098	1487	1533	0	2348	1358	1412	5,118	5,118
56. Western Ave/Wilshire Blvd	1371	1546	1710	1847	1693	1602	1493	1702	6,474	6,490
57. Vermont Ave/Wilshire Blvd	1894	1764	1775	1756	2492	1679	1602	1436	7,189	7,209
58. Alvarado St/Wilshire Blvd	1158	1440	1646	1295	1558	1080	1357	1546	5,539	5,541
59. Fairfax Ave/8th St	1158	967	934	166	1611	790	826	0	3,225	3,227
60. La Brea Ave/8th St	2025	375	2351	555	2541	425	2149	191	5,306	5,306
61. Highland Ave/8th St	963	581	1055	425	930	820	899	375	3,024	3,024
62. Crenshaw Blvd/8th St	1358	528	1480	283	1487	607	1361	193	3,649	3,648
63. Western Ave/8th St	1460	879	1378	631	1617	719	1223	790	4,348	4,349
64. Vermont Ave/8th St	1488	1375	1500	1233	1535	1203	1485	1373	5,596	5,596
65. Alvarado St/8th St	1206	1086	1517	741	1647	721	1193	990	4,550	4,551
66. Fairfax Ave/San Vicente Blvd	1453	1792	1424	2124	1405	2000	1571	1817	6,793	6,793
67. Fairfax Ave/Olympic Blvd	1571	1896	719	2906	1424	2396	904	2368	7,092	7,092
68. San Vicente Blvd/Olympic Blvd	2000	2027	1667	2396	1792	2613	1789	1896	8,090	8,090
69. La Brea Ave/Olympic Blvd	2149	1688	2363	2431	2351	2141	2235	1904	8,631	8,631
70. Highland Ave/Olympic Blvd	816	1779	876	2141	1000	2091	835	1688	5,612	5,614
71. Crenshaw Blvd/Olympic Blvd	1361	1826	1409	2267	1480	2073	1244	2063	6,863	6,860
72. Western Ave/Olympic Blvd	1476	1995	1354	1954	1541	1870	1365	2004	6,779	6,780
73. Vermont Ave/Olympic Blvd	1512	2436	1545	1946	1610	2016	1596	2216	7,439	7,438
74. Alvarado St/Olympic Blvd	1160	1803	1148	1563	1471	1387	932	1883	5,674	5,673
75. Comstock Ave/Wilshire Blvd	429	1680	0	1615	395	1945	0	1384	3,724	3,724

PM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	162	147	68	0	135	7	236
2. S Beverly Glen Blvd/Sunset Blvd	0	280	59	215	0	301	9	243
3. N Beverly Glen Blvd/Sunset Blvd	69	216	301	0	112	193	280	0
4. Centinela Ave/Wilshire Blvd	0	9	31	134	0	71	10	92
5. Bundy Dr/Wilshire Blvd	92	18	153	53	81	161	82	-6
6. Barrington Ave/Wilshire Blvd	70	1	61	170	32	198	57	14
7. Federal Ave/Wilshire Blvd	151	-58	40	198	97	213	20	1
8. Sepulveda Blvd/Wilshire Blvd	-150	194	169	297	146	226	-4	141
9. Veteran Ave/Wilshire Blvd	-116	321	138	77	-49	108	-3	362
10. Westwood Blvd/Wilshire Blvd	138	20	30	-97	23	-110	99	77
11. S Beverly Glen Blvd/Wilshire Blvd	84	-95	266	-92	104	-16	40	35
12. Santa Monica Blvd/Wilshire Blvd	86	187	97	57	177	60	178	10
13. Centinela Ave/Santa Monica Blvd	10	134	14	198	31	219	14	94
14. Bundy Dr/Santa Monica Blvd	82	142	277	219	153	222	211	134
15. Barrington Ave/Santa Monica Blvd	58	136	56	249	104	219	27	147
16. Federal Ave/Santa Monica Blvd	37	91	86	219	91	154	52	136
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	97	55	0	212	0	241	48	75
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	172	-8	241	258	92	0	55
19. Sepulveda Blvd/Santa Monica Blvd	126	228	207	92	221	122	136	172
20. Veteran Ave/Santa Monica Blvd	73	165	113	122	57	124	65	228
21. Westwood Blvd/Santa Monica Blvd	148	205	196	178	139	204	191	192
22. Overland Ave/Santa Monica Blvd	0	271	126	204	0	286	109	205
23. S Beverly Glen Blvd/Santa Monica Blvd	57	326	198	270	264	258	90	239
24. Century Park W/Santa Monica Blvd	0	371	125	244	0	306	106	327
25. Ave of the Stars/Santa Monica Blvd	0	388	139	306	0	347	116	371
26. Century Park E/Santa Monica Blvd	0	254	19	384	0	325	65	267
27. Bundy Dr/Olympic Blvd	128	211	123	232	148	256	112	176
28. Barrington Ave/Olympic Blvd	65	208	151	256	86	217	166	211
29. Sepulveda Blvd/Olympic Blvd	136	242	124	290	207	272	100	212
30. Veteran Ave/Olympic Blvd	65	244	46	272	113	216	57	242
31. Westwood Blvd/Olympic Blvd	170	354	139	258	178	271	163	309
32. Overland Ave/Olympic Blvd	109	480	122	271	126	308	194	354
33. S Beverly Glen Blvd/Olympic Blvd	119	505	112	298	182	287	92	471
34. Century Park W/Olympic Blvd	124	422	0	247	101	253	0	439
35. Century Park E/Olympic Blvd	143	480	118	373	43	433	152	487
36. Sepulveda Blvd/Pico Blvd	98	281	183	177	129	190	153	265
37. Veteran Ave/Pico Blvd	59	270	0	190	42	198	0	281
38. Westwood Blvd/Pico Blvd	158	230	199	191	196	140	174	267
39. Overland Ave/Pico Blvd	194	362	136	140	122	265	216	230
40. Fairfax Ave/3rd St	86	99	168	209	162	185	69	156
41. La Brea Ave/3rd St	185	154	285	128	277	153	160	162
42. Highland Ave/3rd St	142	175	158	126	133	142	152	174
43. Western Ave/3rd St	162	172	246	187	234	166	195	179
44. Vermont Ave/3rd St	171	185	326	130	310	85	195	221
45. Fairfax Ave/6th St	69	98	178	106	178	125	96	52
46. La Brea Ave/6th St	160	135	294	144	285	153	116	179
47. Highland Ave/6th St	152	150	171	153	158	176	157	135
48. Western Ave/6th St	152	258	236	172	244	167	143	265
49. Vermont Ave/6th St	196	210	284	135	338	183	90	213
50. Alvarado St/6th St	157	192	272	83	183	134	193	194
51. San Vicente Blvd/Wilshire Blvd	180	156	273	148	193	53	314	198
52. Fairfax Ave/Wilshire Blvd	96	117	273	-135	178	3	48	122
53. La Brea Ave/Wilshire Blvd	116	67	228	15	294	-79	199	13
54. Highland Ave/Wilshire Blvd	157	2	136	-79	171	-101	80	67
55. Crenshaw Blvd/Wilshire Blvd	0	-1	198	-98	0	-75	111	63
56. Western Ave/Wilshire Blvd	143	-16	243	6	236	-60	213	3
57. Vermont Ave/Wilshire Blvd	90	15	381	-10	284	33	170	9
58. Alvarado St/Wilshire Blvd	193	222	249	148	272	113	226	202
59. Fairfax Ave/8th St	48	120	222	77	273	100	95	0
60. La Brea Ave/8th St	199	45	258	59	228	79	195	59
61. Highland Ave/8th St	80	150	100	79	136	150	78	45
62. Crenshaw Blvd/8th St	111	136	184	40	198	104	147	21
63. Western Ave/8th St	209	121	227	76	231	77	192	135
64. Vermont Ave/8th St	181	248	187	167	213	155	165	251
65. Alvarado St/8th St	189	229	202	116	257	130	171	180
66. Fairfax Ave/San Vicente Blvd	125	321	169	277	251	234	182	226
67. Fairfax Ave/Olympic Blvd	182	208	49	407	169	294	60	322
68. San Vicente Blvd/Olympic Blvd	234	255	277	294	321	327	204	208
69. La Brea Ave/Olympic Blvd	195	252	266	250	258	212	222	271
70. Highland Ave/Olympic Blvd	68	242	83	212	91	189	75	252
71. Crenshaw Blvd/Olympic Blvd	147	284	210	232	184	262	146	278
72. Western Ave/Olympic Blvd	165	308	181	241	193	249	150	305
73. Vermont Ave/Olympic Blvd	139	369	147	235	168	245	152	323
74. Alvarado St/Olympic Blvd	182	284	157	185	229	165	136	277
75. Comstock Ave/Wilshire Blvd	-20	-102	0	-16	27	-69	0	-95

PM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE								1
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	162	147	68	0	135	7	236
2. S Beverly Glen Blvd/Sunset Blvd	0	280	59	215	0	301	9	243
3. N Beverly Glen Blvd/Sunset Blvd	69	216	301	0	112	193	280	0
4. Centinela Ave/Wilshire Blvd	0	9	31	134	0	71	10	92
5. Bundy Dr/Wilshire Blvd	92	18	153	53	81	161	82	-6
6. Barrington Ave/Wilshire Blvd	70	1	61	170	32	198	57	14
7. Federal Ave/Wilshire Blvd	151	-58	40	198	97	213	20	1
8. Sepulveda Blvd/Wilshire Blvd	-150	194	169	297	146	226	-4	141
9. Veteran Ave/Wilshire Blvd	-116	321	138	77	-49	108	-3	362
10. Westwood Blvd/Wilshire Blvd	138	20	30	-97	23	-110	99	77
11. S Beverly Glen Blvd/Wilshire Blvd	84	-95	266	-92	104	-16	40	35
12. Santa Monica Blvd/Wilshire Blvd	86	187	97	57	177	60	178	10
13. Centinela Ave/Santa Monica Blvd	10	134	14	198	31	219	14	94
14. Bundy Dr/Santa Monica Blvd	82	142	277	219	153	222	211	134
15. Barrington Ave/Santa Monica Blvd	58	136	56	249	104	219	27	147
16. Federal Ave/Santa Monica Blvd	37	91	86	219	91	154	52	136
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	97	55	0	212	0	241	48	75
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	172	-8	241	258	92	0	55
19. Sepulveda Blvd/Santa Monica Blvd	126	228	207	92	221	122	136	172
20. Veteran Ave/Santa Monica Blvd	73	165	113	122	57	124	65	228
21. Westwood Blvd/Santa Monica Blvd	148	205	196	178	139	204	191	192
22. Overland Ave/Santa Monica Blvd	0	271	126	204	0	286	109	205
23. S Beverly Glen Blvd/Santa Monica Blvd	57	326	198	270	264	258	90	239
24. Century Park W/Santa Monica Blvd	0	371	125	244	0	306	106	327
25. Ave of the Stars/Santa Monica Blvd	0	388	139	306	0	347	116	371
26. Century Park E/Santa Monica Blvd	0	254	19	384	0	325	65	267
27. Bundy Dr/Olympic Blvd	128	211	123	232	148	256	112	176
28. Barrington Ave/Olympic Blvd	65	208	151	256	86	217	166	211
29. Sepulveda Blvd/Olympic Blvd	136	242	124	290	207	272	100	212
30. Veteran Ave/Olympic Blvd	65	244	46	272	113	216	57	242
31. Westwood Blvd/Olympic Blvd	170	354	139	258	178	271	163	309
32. Overland Ave/Olympic Blvd	109	480	122	271	126	308	194	354
33. S Beverly Glen Blvd/Olympic Blvd	119	505	112	298	182	287	92	471
34. Century Park W/Olympic Blvd	124	422	0	247	101	253	0	439
35. Century Park E/Olympic Blvd	143	480	118	373	43	433	152	487
36. Sepulveda Blvd/Pico Blvd	98	281	183	177	129	190	153	265
37. Veteran Ave/Pico Blvd	59	270	0	190	42	198	0	281
38. Westwood Blvd/Pico Blvd	158	230	199	191	196	140	174	267
39. Overland Ave/Pico Blvd	194	362	136	140	122	265	216	230
40. Fairfax Ave/3rd St	86	99	168	209	162	185	69	156
41. La Brea Ave/3rd St	185	154	285	128	277	153	160	162
42. Highland Ave/3rd St	142	175	158	126	133	142	152	174
43. Western Ave/3rd St	162	172	246	187	234	166	195	179
44. Vermont Ave/3rd St	171	185	326	130	310	85	195	221
45. Fairfax Ave/6th St	69	98	178	106	178	125	96	52
46. La Brea Ave/6th St	160	135	294	144	285	153	116	179
47. Highland Ave/6th St	152	150	171	153	158	176	157	135
48. Western Ave/6th St	152	258	236	172	244	167	143	265
49. Vermont Ave/6th St	196	210	284	135	338	183	90	213
50. Alvarado St/6th St	157	192	272	83	183	134	193	194
51. San Vicente Blvd/Wilshire Blvd	180	156	273	148	193	53	314	198
52. Fairfax Ave/Wilshire Blvd	96	117	273	-135	178	3	48	122
53. La Brea Ave/Wilshire Blvd	116	67	228	15	294	-79	199	13
54. Highland Ave/Wilshire Blvd	157	2	136	-79	171	-101	80	67
55. Crenshaw Blvd/Wilshire Blvd	0	-1	198	-98	0	-75	111	63
56. Western Ave/Wilshire Blvd	143	-16	243	6	236	-60	213	3
57. Vermont Ave/Wilshire Blvd	90	15	381	-10	284	33	170	9
58. Alvarado St/Wilshire Blvd	193	222	249	148	272	113	226	202
59. Fairfax Ave/8th St	48	120	222	77	273	100	95	0
60. La Brea Ave/8th St	199	45	258	59	228	79	195	59
61. Highland Ave/8th St	80	150	100	79	136	150	78	45
62. Crenshaw Blvd/8th St	111	136	184	40	198	104	147	21
63. Western Ave/8th St	209	121	227	76	231	77	192	135
64. Vermont Ave/8th St	181	248	187	167	213	155	165	251
65. Alvarado St/8th St	189	229	202	116	257	130	171	180
66. Fairfax Ave/San Vicente Blvd	125	321	169	277	251	234	182	226
67. Fairfax Ave/Olympic Blvd	182	208	49	407	169	294	60	322
68. San Vicente Blvd/Olympic Blvd	234	255	277	294	321	327	204	208
69. La Brea Ave/Olympic Blvd	195	252	266	250	258	212	222	271
70. Highland Ave/Olympic Blvd	68	242	83	212	91	189	75	252
71. Crenshaw Blvd/Olympic Blvd	147	284	210	232	184	262	146	278
72. Western Ave/Olympic Blvd	165	308	181	241	193	249	150	305
73. Vermont Ave/Olympic Blvd	139	369	147	235	168	245	152	323
74. Alvarado St/Olympic Blvd	182	284	157	185	229	165	136	277
75. Comstock Ave/Wilshire Blvd	-20	-102	0	-16	27	-69	0	-95

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2020WP PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,212	941	1,372	0	1,712	426	2,388
2. S Beverly Glen Blvd/Sunset Blvd	180	1,729	781	1,764	147	2,321	474	1,511
3. N Beverly Glen Blvd/Sunset Blvd	564	1,373	301	2,017	1,147	1,385	280	1,442
4. Centinela Ave/Wilshire Blvd	45	1,573	178	1,356	99	1,285	47	1,720
5. Bundy Dr/Wilshire Blvd	698	1,620	1,323	1,336	1,216	1,416	709	1,639
6. Barrington Ave/Wilshire Blvd	545	1,796	410	1,534	371	1,549	576	1,787
7. Federal Ave/Wilshire Blvd	1,241	2,658	778	1,561	1,468	2,630	344	1,796
8. Sepulveda Blvd/Wilshire Blvd	530	2,963	1,116	2,334	1,019	2,453	768	2,702
9. Veteran Ave/Wilshire Blvd	1,028	3,204	1,305	2,668	945	2,587	538	4,133
10. Westwood Blvd/Wilshire Blvd	1,150	1,840	841	2,056	818	1,938	1,112	2,017
11. S Beverly Glen Blvd/Wilshire Blvd	697	1,533	1,085	2,094	847	1,914	970	1,678
12. Santa Monica Blvd/Wilshire Blvd	1,498	2,243	1,025	2,315	1,574	1,847	1,474	2,185
13. Centinela Ave/Santa Monica Blvd	442	1,017	471	1,251	416	1,331	463	974
14. Bundy Dr/Santa Monica Blvd	872	912	1,518	1,338	1,321	1,308	1,044	967
15. Barrington Ave/Santa Monica Blvd	716	1,189	727	1,395	750	1,315	804	1,157
16. Federal Ave/Santa Monica Blvd	564	1,180	337	1,340	441	1,271	538	1,169
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,290	1,951	0	1,773	0	2,058	1,416	1,541
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,553	2,226	2,239	2,063	2,174	0	1,781
19. Sepulveda Blvd/Santa Monica Blvd	984	1,628	1,316	1,726	1,188	1,690	1,177	1,596
20. Veteran Ave/Santa Monica Blvd	660	1,988	459	2,051	503	1,970	668	2,019
21. Westwood Blvd/Santa Monica Blvd	1,598	1,973	1,441	2,272	1,738	2,210	1,749	1,585
22. Overland Ave/Santa Monica Blvd	86	2,411	470	1,870	0	2,124	570	2,142
23. S Beverly Glen Blvd/Santa Monica Blvd	1,427	2,511	919	1,825	1,312	1,873	1,414	2,082
24. Century Park W/Santa Monica Blvd	0	2,229	777	1,853	0	1,997	355	2,506
25. Ave of the Stars/Santa Monica Blvd	0	1,903	1,372	2,008	12	2,349	693	2,229
26. Century Park E/Santa Monica Blvd	0	1,790	1,168	2,395	0	2,833	724	1,797
27. Bundy Dr/Olympic Blvd	1,012	1,959	1,859	2,231	1,984	1,986	1,389	1,699
28. Barrington Ave/Olympic Blvd	1,678	1,959	1,358	2,124	1,342	1,934	2,016	1,827
29. Sepulveda Blvd/Olympic Blvd	980	3,138	1,496	2,154	1,635	2,073	1,097	2,961
30. Veteran Ave/Olympic Blvd	554	2,999	270	1,945	382	1,946	456	2,984
31. Westwood Blvd/Olympic Blvd	1,690	3,207	1,163	1,969	1,304	2,145	1,483	3,097
32. Overland Ave/Olympic Blvd	546	3,535	670	2,194	510	2,297	907	3,232
33. S Beverly Glen Blvd/Olympic Blvd	1,416	3,201	661	2,222	897	2,262	1,160	3,180
34. Century Park W/Olympic Blvd	874	2,462	0	2,176	295	2,153	0	3,064
35. Century Park E/Olympic Blvd	931	2,960	842	2,971	966	2,822	1,004	2,913
36. Sepulveda Blvd/Pico Blvd	1,217	2,164	1,571	1,765	1,368	1,734	1,528	2,084
37. Veteran Ave/Pico Blvd	510	2,158	0	1,768	248	1,846	0	2,344
38. Westwood Blvd/Pico Blvd	1,307	2,500	953	1,818	1,198	1,702	1,469	2,209
39. Overland Ave/Pico Blvd	968	2,755	1,628	1,735	605	1,930	2,047	2,505
40. Fairfax Ave/3rd St	1,430	1,110	1,281	1,523	1,502	1,552	1,290	1,010
41. La Brea Ave/3rd St	1,866	1,248	1,954	858	1,888	948	1,846	1,243
42. Highland Ave/3rd St	1,656	1,257	1,322	937	1,431	863	1,634	1,244
43. Western Ave/3rd St	1,410	1,378	1,356	1,428	1,400	1,341	1,430	1,408
44. Vermont Ave/3rd St	1,689	1,388	1,806	1,419	1,993	1,284	1,525	1,500
45. Fairfax Ave/6th St	1,185	626	1,077	528	1,111	620	1,260	425
46. La Brea Ave/6th St	1,851	990	1,978	1,246	1,969	1,276	1,732	1,088
47. Highland Ave/6th St	1,589	974	1,444	1,275	1,417	1,349	1,526	991
48. Western Ave/6th St	1,444	1,407	1,379	1,234	1,414	1,254	1,407	1,391
49. Vermont Ave/6th St	1,401	1,563	1,845	1,327	1,870	467	2,306	1,492
50. Alvarado St/6th St	1,158	1,293	1,429	1,159	1,453	1,095	1,218	1,273
51. San Vicente Blvd/Wilshire Blvd	2,212	1,539	1,215	2,029	1,199	1,819	2,292	1,685
52. Fairfax Ave/Wilshire Blvd	1,781	1,194	1,439	2,105	1,590	1,982	1,716	1,231
53. La Brea Ave/Wilshire Blvd	1,663	1,322	1,742	1,627	1,963	1,356	1,812	1,224
54. Highland Ave/Wilshire Blvd	1,395	1,316	1,090	1,404	1,420	1,300	985	1,500
55. Crenshaw Blvd/Wilshire Blvd	0	1,346	1,311	1,579	0	1,695	871	1,670
56. Western Ave/Wilshire Blvd	1,156	1,458	1,650	877	1,602	913	1,270	1,373
57. Vermont Ave/Wilshire Blvd	1,317	1,502	1,775	1,443	1,705	1,384	1,482	1,485
58. Alvarado St/Wilshire Blvd	1,238	1,431	1,352	1,194	1,453	1,119	1,294	1,349
59. Fairfax Ave/8th St	1,183	384	1,143	164	1,238	442	1,194	0
60. La Brea Ave/8th St	1,813	211	1,728	473	1,717	334	1,894	281
61. Highland Ave/8th St	1,001	178	1,042	122	1,107	214	923	98
62. Crenshaw Blvd/8th St	815	456	1,449	371	1,328	441	1,159	162
63. Western Ave/8th St	1,548	857	1,264	630	1,282	710	1,510	799
64. Vermont Ave/8th St	1,584	1,446	1,606	1,028	1,622	1,014	1,500	1,529
65. Alvarado St/8th St	1,193	1,087	1,203	788	1,257	814	1,167	1,035
66. Fairfax Ave/San Vicente Blvd	1,271	1,143	961	1,327	1,179	1,318	1,226	978
67. Fairfax Ave/Olympic Blvd	1,234	1,356	733	2,333	926	2,090	1,010	1,629
68. San Vicente Blvd/Olympic Blvd	1,266	1,555	973	2,062	1,161	1,810	1,516	1,370
69. La Brea Ave/Olympic Blvd	2,051	1,430	1,822	2,005	1,967	1,966	1,930	1,445
70. Highland Ave/Olympic Blvd	978	1,489	820	2,030	1,062	1,930	935	1,393
71. Crenshaw Blvd/Olympic Blvd	1,214	1,691	1,519	2,092	1,439	2,183	1,249	1,641
72. Western Ave/Olympic Blvd	1,533	1,775	1,211	2,001	1,256	2,107	1,386	1,773
73. Vermont Ave/Olympic Blvd	1,431	1,804	1,569	1,994	1,638	1,961	1,353	1,845
74. Alvarado St/Olympic Blvd	1,228	1,879	1,110	1,607	1,274	1,553	1,011	1,985
75. Comstock Ave/Wilshire Blvd	128	1,958	281	1,995	399	2,005	121	1,838

2020WP Alt A PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	941	426	0	0	1,372	2,388	2,212	1,712	4,525	4,526
2. S Beverly Glen Blvd/Sunset Blvd	781	474	180	147	1,764	1,511	1,729	2,321	4,454	4,453
3. N Beverly Glen Blvd/Sunset Blvd	301	280	564	1,147	2,017	1,442	1,373	1,385	4,255	4,254
4. Centinela Ave/Wilshire Blvd	178	47	45	99	1,356	1,720	1,573	1,285	3,152	3,151
5. Bundy Dr/Wilshire Blvd	1,323	709	698	1,216	1,336	1,639	1,620	1,416	4,977	4,979
6. Barrington Ave/Wilshire Blvd	410	576	545	371	1,534	1,787	1,796	1,549	4,284	4,283
7. Federal Ave/Wilshire Blvd	778	344	1,241	1,468	1,561	1,796	2,658	2,630	6,238	6,238
8. Sepulveda Blvd/Wilshire Blvd	1,116	768	530	1,019	2,334	2,702	2,963	2,453	6,943	6,942
9. Veteran Ave/Wilshire Blvd	1,305	538	1,028	945	2,668	4,133	3,204	2,587	8,205	8,203
10. Westwood Blvd/Wilshire Blvd	841	1,112	1,150	818	2,056	2,017	1,840	1,938	5,887	5,885
11. S Beverly Glen Blvd/Wilshire Blvd	1,085	970	697	847	2,094	1,678	1,533	1,914	5,409	5,409
12. Santa Monica Blvd/Wilshire Blvd	1,025	1,474	1,498	1,574	2,315	2,185	2,243	1,847	7,081	7,079
13. Centinela Ave/Santa Monica Blvd	471	463	442	416	1,251	974	1,017	1,331	3,182	3,184
14. Bundy Dr/Santa Monica Blvd	1,518	1,044	872	1,321	1,338	967	912	1,308	4,640	4,640
15. Barrington Ave/Santa Monica Blvd	727	804	716	750	1,395	1,157	1,189	1,315	4,027	4,025
16. Federal Ave/Santa Monica Blvd	337	538	564	441	1,340	1,169	1,180	1,271	3,420	3,420
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,416	1,290	0	1,773	1,541	1,951	2,058	5,015	5,015
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,226	0	0	2,063	2,239	1,781	1,553	2,174	6,018	6,018
19. Sepulveda Blvd/Santa Monica Blvd	1,316	1,177	984	1,188	1,726	1,596	1,628	1,690	5,653	5,651
20. Veteran Ave/Santa Monica Blvd	459	668	660	503	2,051	2,019	1,988	1,970	5,159	5,160
21. Westwood Blvd/Santa Monica Blvd	1,441	1,749	1,598	1,738	2,272	1,585	1,973	2,210	7,283	7,282
22. Overland Ave/Santa Monica Blvd	470	570	86	0	1,870	2,142	2,411	2,124	4,837	4,836
23. S Beverly Glen Blvd/Santa Monica Blvd	919	1,414	1,427	1,312	1,825	2,082	2,511	1,873	6,682	6,682
24. Century Park W/Santa Monica Blvd	777	355	0	0	1,853	2,506	2,229	1,997	4,859	4,858
25. Ave of the Stars/Santa Monica Blvd	1,372	693	0	12	2,008	2,229	1,903	2,349	5,283	5,284
26. Century Park E/Santa Monica Blvd	1,168	724	0	0	2,395	1,797	1,790	2,833	5,353	5,353
27. Bundy Dr/Olympic Blvd	1,859	1,389	1,012	1,984	2,231	1,699	1,959	1,986	7,060	7,058
28. Barrington Ave/Olympic Blvd	1,358	2,016	1,678	1,342	2,124	1,827	1,959	1,934	7,120	7,120
29. Sepulveda Blvd/Olympic Blvd	1,496	1,097	980	1,635	2,154	2,961	3,138	2,073	7,767	7,766
30. Veteran Ave/Olympic Blvd	270	456	554	382	1,945	2,984	2,999	1,946	5,767	5,768
31. Westwood Blvd/Olympic Blvd	1,163	1,483	1,690	1,304	1,969	3,097	3,207	2,145	8,030	8,030
32. Overland Ave/Olympic Blvd	670	907	546	510	2,194	3,232	3,535	2,297	6,946	6,946
33. S Beverly Glen Blvd/Olympic Blvd	661	1,160	1,416	897	2,222	3,180	3,201	2,262	7,501	7,499
34. Century Park W/Olympic Blvd	0	0	874	295	2,176	3,064	2,462	2,153	5,512	5,512
35. Century Park E/Olympic Blvd	842	1,004	931	966	2,971	2,913	2,960	2,822	7,704	7,705
36. Sepulveda Blvd/Pico Blvd	1,571	1,528	1,217	1,368	1,765	2,084	2,164	1,734	6,716	6,714
37. Veteran Ave/Pico Blvd	0	0	510	248	1,768	2,344	2,158	1,846	4,435	4,437
38. Westwood Blvd/Pico Blvd	953	1,469	1,307	1,198	1,818	2,209	2,500	1,702	6,579	6,578
39. Overland Ave/Pico Blvd	1,628	2,047	968	605	1,735	2,505	2,755	1,930	7,086	7,087
40. Fairfax Ave/3rd St	1,281	1,290	1,430	1,502	1,523	1,010	1,110	1,552	5,345	5,355
41. La Brea Ave/3rd St	1,954	1,846	1,866	1,888	858	1,243	1,248	948	5,925	5,925
42. Highland Ave/3rd St	1,322	1,634	1,656	1,431	937	1,244	1,257	863	5,173	5,173
43. Western Ave/3rd St	1,356	1,430	1,410	1,400	1,428	1,408	1,378	1,341	5,572	5,579
44. Vermont Ave/3rd St	1,806	1,525	1,689	1,993	1,419	1,500	1,388	1,284	6,303	6,302
45. Fairfax Ave/6th St	1,077	1,260	1,185	1,111	528	425	626	620	3,416	3,416
46. La Brea Ave/6th St	1,978	1,732	1,851	1,969	1,246	1,088	990	1,276	6,065	6,065
47. Highland Ave/6th St	1,444	1,526	1,589	1,417	1,275	991	974	1,349	5,283	5,283
48. Western Ave/6th St	1,379	1,407	1,444	1,414	1,234	1,391	1,407	1,254	5,465	5,466
49. Vermont Ave/6th St	1,845	2,306	1,401	1,870	1,327	1,492	1,563	467	6,137	6,136
50. Alvarado St/6th St	1,429	1,218	1,158	1,453	1,159	1,273	1,293	1,095	5,039	5,039
51. San Vicente Blvd/Wilshire Blvd	1,215	2,292	2,212	1,199	2,029	1,685	1,539	1,819	6,994	6,995
52. Fairfax Ave/Wilshire Blvd	1,439	1,716	1,781	1,590	2,105	1,231	1,194	1,982	6,520	6,520
53. La Brea Ave/Wilshire Blvd	1,742	1,812	1,663	1,963	1,627	1,224	1,322	1,356	6,354	6,355
54. Highland Ave/Wilshire Blvd	1,090	985	1,395	1,420	1,404	1,500	1,316	1,300	5,204	5,205
55. Crenshaw Blvd/Wilshire Blvd	1,311	871	0	0	1,579	1,670	1,346	1,695	4,237	4,237
56. Western Ave/Wilshire Blvd	1,650	1,270	1,156	1,602	877	1,373	1,458	913	5,141	5,157
57. Vermont Ave/Wilshire Blvd	1,775	1,482	1,317	1,705	1,443	1,485	1,502	1,384	6,036	6,056
58. Alvarado St/Wilshire Blvd	1,352	1,294	1,238	1,453	1,194	1,349	1,431	1,119	5,214	5,215
59. Fairfax Ave/8th St	1,143	1,194	1,183	1,238	164	0	384	442	2,873	2,874
60. La Brea Ave/8th St	1,728	1,894	1,813	1,717	473	281	211	334	4,225	4,225
61. Highland Ave/8th St	1,042	923	1,001	1,107	122	98	178	214	2,343	2,343
62. Crenshaw Blvd/8th St	1,449	1,159	815	1,328	371	162	456	441	3,092	3,091
63. Western Ave/8th St	1,264	1,510	1,548	1,282	630	799	857	710	4,299	4,301
64. Vermont Ave/8th St	1,606	1,500	1,584	1,622	1,028	1,529	1,446	1,014	5,664	5,665
65. Alvarado St/8th St	1,203	1,167	1,193	1,257	788	1,035	1,087	814	4,273	4,275
66. Fairfax Ave/San Vicente Blvd	961	1,226	1,271	1,179	1,327	978	1,143	1,318	4,701	4,702
67. Fairfax Ave/Olympic Blvd	733	1,010	1,234	926	2,333	1,629	1,356	2,090	5,656	5,655
68. San Vicente Blvd/Olympic Blvd	973	1,516	1,266	1,161	2,062	1,370	1,555	1,810	5,856	5,856
69. La Brea Ave/Olympic Blvd	1,822	1,930	2,051	1,967	2,005	1,445	1,430	1,966	7,308	7,308
70. Highland Ave/Olympic Blvd	820	935	978	1,062	2,030	1,393	1,489	1,930	5,317	5,319
71. Crenshaw Blvd/Olympic Blvd	1,519	1,249	1,214	1,439	2,092	1,641	1,691	2,183	6,516	6,513
72. Western Ave/Olympic Blvd	1,211	1,386	1,533	1,256	2,001	1,773	1,775	2,107	6,520	6,522
73. Vermont Ave/Olympic Blvd	1,569	1,353	1,431	1,638	1,994	1,845	1,804	1,961	6,798	6,796
74. Alvarado St/Olympic Blvd	1,110	1,011	1,228	1,274	1,607	1,985	1,879	1,553	5,824	5,823
75. Comstock Ave/Wilshire Blvd	281	121	128	399	1,995	1,838	1,958	2,005	4,362	4,363

YEAR 2020 WITH PROJECT ALTERNATIVE A-1 CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2020WP Alt 2 AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,472	928	1,778	0	1,412	1,527	1,239	4,178	4,178
2. S Beverly Glen Blvd/Sunset Blvd	0	2,717	186	831	0	945	740	2,049	3,734	3,734
3. N Beverly Glen Blvd/Sunset Blvd	1,287	1,562	945	0	287	789	2,717	0	3,794	3,793
4. Centinela Ave/Wilshire Blvd	0	1,337	147	1,073	0	1,117	193	1,247	2,557	2,557
5. Bundy Dr/Wilshire Blvd	784	1492	1011	1017	808	1164	1085	1247	4,304	4,304
6. Barrington Ave/Wilshire Blvd	686	1,600	561	1,406	495	1,505	522	1,731	4,253	4,253
7. Federal Ave/Wilshire Blvd	2,145	1,495	568	1,505	1,105	2,442	565	1,600	5,713	5,712
8. Sepulveda Blvd/Wilshire Blvd	1,395	2,253	717	2,615	422	2,807	1,304	2,447	6,980	6,980
9. Veteran Ave/Wilshire Blvd	1,488	1,629	564	4,057	1,219	3,293	987	2,237	7,738	7,736
10. Westwood Blvd/Wilshire Blvd	1,126	1,680	949	2,432	2,459	1,670	724	1,332	6,187	6,185
11. S Beverly Glen Blvd/Wilshire Blvd	713	1,885	974	1,933	727	1,411	1,107	2,260	5,505	5,505
12. Santa Monica Blvd/Wilshire Blvd	1,772	1,668	1,432	2,017	1,436	1,388	2,063	2,001	6,889	6,888
13. Centinela Ave/Santa Monica Blvd	193	962	360	1,009	147	822	255	1,300	2,524	2,524
14. Bundy Dr/Santa Monica Blvd	1,085	1,325	1,578	822	1,011	1,117	1,721	962	4,810	4,811
15. Barrington Ave/Santa Monica Blvd	743	1,448	682	1,282	797	1,128	830	1,401	4,155	4,156
16. Federal Ave/Santa Monica Blvd	592	1,482	355	1,128	504	1,300	306	1,448	3,557	3,558
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,062	1,911	0	2,023	0	2,226	387	2,383	4,996	4,996
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,919	1,056	2,226	1,280	2,009	0	1,911	5,201	5,200
19. Sepulveda Blvd/Santa Monica Blvd	1,354	1,732	1,241	2,009	1,160	2,053	1,205	1,919	6,336	6,337
20. Veteran Ave/Santa Monica Blvd	277	2,018	564	2,053	828	2,051	301	1,732	4,912	4,912
21. Westwood Blvd/Santa Monica Blvd	1,128	1,878	1,703	2,062	1,651	1,959	1,308	1,853	6,771	6,771
22. Overland Ave/Santa Monica Blvd	0	2,290	592	1,959	0	2,519	443	1,878	4,841	4,840
23. S Beverly Glen Blvd/Santa Monica Blvd	988	2,152	926	2,128	875	2,304	1,202	1,813	6,194	6,194
24. Century Park W/Santa Monica Blvd	0	1,941	776	2,144	0	2,270	693	1,899	4,861	4,862
25. Ave of the Stars/Santa Monica Blvd	0	1,628	818	2,270	0	1,922	852	1,941	4,716	4,715
26. Century Park E/Santa Monica Blvd	0	2,722	340	1,779	0	2,025	307	2,510	4,841	4,842
27. Bundy Dr/Olympic Blvd	1,261	1,798	1,648	1,410	1,518	1,375	1,265	1,959	6,117	6,117
28. Barrington Ave/Olympic Blvd	811	1,941	1,736	1,375	1,223	1,672	1,170	1,798	5,863	5,863
29. Sepulveda Blvd/Olympic Blvd	1,205	2,215	1,253	2,419	1,241	2,464	1,118	2,269	7,092	7,092
30. Veteran Ave/Olympic Blvd	301	2,305	382	2,464	564	2,337	335	2,215	5,452	5,451
31. Westwood Blvd/Olympic Blvd	1,129	2,128	1,413	2,358	1,554	2,203	1,249	2,023	7,028	7,029
32. Overland Ave/Olympic Blvd	443	2,234	718	2,203	592	2,349	529	2,128	5,598	5,598
33. S Beverly Glen Blvd/Olympic Blvd	851	2,139	1,503	2,204	1,570	2,494	709	1,924	6,697	6,697
34. Century Park W/Olympic Blvd	388	2,451	0	2,067	1,162	1,894	0	1,851	4,906	4,907
35. Century Park E/Olympic Blvd	109	3,101	1,253	2,273	1,114	1,725	514	3,383	6,736	6,736
36. Sepulveda Blvd/Pico Blvd	1,352	1,609	1,706	1,187	1,511	1,826	1,137	1,381	5,854	5,855
37. Veteran Ave/Pico Blvd	101	1,645	0	1,826	124	1,839	0	1,609	3,572	3,572
38. Westwood Blvd/Pico Blvd	966	1,931	1,627	1,656	1,397	2,199	808	1,776	6,180	6,180
39. Overland Ave/Pico Blvd	529	2,259	1,677	2,199	718	2,808	1,206	1,931	6,664	6,663
40. Fairfax Ave/3rd St	1,366	1,658	970	780	983	1,001	1,252	1,547	4,774	4,783
41. La Brea Ave/3rd St	1,963	1,362	1,763	1,142	1,603	1,149	2,252	1,227	6,230	6,231
42. Highland Ave/3rd St	1,625	1,223	1,563	1,065	1,342	1,086	1,860	1,187	5,476	5,475
43. Western Ave/3rd St	1,320	1,317	1,213	1,174	939	1,145	1,525	1,422	5,024	5,031
44. Vermont Ave/3rd St	2,187	1,350	1,418	1,772	1,416	1,962	2,069	1,281	6,727	6,728
45. Fairfax Ave/6th St	1,252	878	836	494	980	346	1,473	662	3,460	3,461
46. La Brea Ave/6th St	2,252	1,051	1,637	810	1,763	688	2,003	1,296	5,750	5,750
47. Highland Ave/6th St	1,860	1,074	1,437	688	1,563	905	1,541	1,051	5,059	5,060
48. Western Ave/6th St	1,528	1,107	1,141	1,338	846	1,214	1,665	1,389	5,114	5,114
49. Vermont Ave/6th St	2,249	1,019	1,891	1,260	1,469	1,237	2,401	1,314	6,419	6,421
50. Alvarado St/6th St	1,309	979	1,034	1,409	827	1,394	1,666	845	4,731	4,732
51. San Vicente Blvd/Wilshire Blvd	1,106	2,107	1,535	950	1,262	1,243	894	2,298	5,698	5,697
52. Fairfax Ave/Wilshire Blvd	1,473	1,829	1,096	1,305	836	1,227	1,576	2,063	5,703	5,702
53. La Brea Ave/Wilshire Blvd	2,003	1,666	1,926	1,199	1,637	1,289	2,256	1,612	6,794	6,794
54. Highland Ave/Wilshire Blvd	1,541	1,646	892	1,289	1,437	1,319	944	1,666	5,368	5,366
55. Crenshaw Blvd/Wilshire Blvd	0	2,362	1,318	1,258	0	2,027	1,432	1,479	4,938	4,938
56. Western Ave/Wilshire Blvd	1,665	1,500	1,247	1,662	1,141	1,551	1,660	1,737	6,074	6,089
57. Vermont Ave/Wilshire Blvd	2,401	1,442	1,492	1,467	1,891	1,576	1,837	1,519	6,802	6,823
58. Alvarado St/Wilshire Blvd	1,666	845	1,214	1,532	1,034	1,472	1,720	1,031	5,257	5,257
59. Fairfax Ave/8th St	1,576	577	773	92	1,096	964	960	0	3,018	3,020
60. La Brea Ave/8th St	2,256	524	1,955	108	1,926	163	2,147	608	4,843	4,844
61. Highland Ave/8th St	944	762	1,036	163	892	596	893	524	2,905	2,905
62. Crenshaw Blvd/8th St	1,432	561	1,277	169	1,318	407	1,479	236	3,439	3,440
63. Western Ave/8th St	1,576	777	1,098	602	1,240	778	1,318	718	4,053	4,054
64. Vermont Ave/8th St	1,508	1,016	1,394	1,417	1,402	1,306	1,581	1,046	5,335	5,335
65. Alvarado St/8th St	1,546	610	1,065	960	1,110	1,046	1,468	557	4,181	4,181
66. Fairfax Ave/San Vicente Blvd	1,314	1,952	1,476	1,400	1,492	1,362	1,352	1,937	6,142	6,143
67. Fairfax Ave/Olympic Blvd	1,352	2,552	743	2,226	1,476	1,774	781	2,842	6,873	6,873
68. San Vicente Blvd/Olympic Blvd	1,362	2,570	1,937	1,774	1,952	1,735	1,404	2,552	7,643	7,643
69. La Brea Ave/Olympic Blvd	2,147	1,979	2,214	1,789	1,955	1,744	2,022	2,408	8,129	8,129
70. Highland Ave/Olympic Blvd	842	1,993	887	1,744	960	1,741	786	1,979	5,466	5,466
71. Crenshaw Blvd/Olympic Blvd	1,479	1,966	1,196	2,004	1,277	1,817	1,314	2,235	6,645	6,643
72. Western Ave/Olympic Blvd	1,582	1,871	1,169	1,859	1,273	1,819	1,434	1,955	6,481	6,481
73. Vermont Ave/Olympic Blvd	1,579	2,044	1,484	2,090	1,493	2,192	1,631	1,881	7,197	7,197
74. Alvarado St/Olympic Blvd	1,516	1,318	901	1,744	987	1,864	1,012	1,616	5,479	5,479
75. Comstock Ave/Wilshire Blvd	407	1,989	0	1,411	339	1,583	0	1,885	3,807	3,807

AM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	238	56	164	0	67	222	170
2. S Beverly Glen Blvd/Sunset Blvd	0	380	-41	165	0	146	59	299
3. N Beverly Glen Blvd/Sunset Blvd	171	230	146	0	-7	173	380	0
4. Centinela Ave/Wilshire Blvd	0	94	0	57	0	21	4	126
5. Bundy Dr/Wilshire Blvd	141	108	93	3	53	48	163	81
6. Barrington Ave/Wilshire Blvd	92	121	41	42	2	115	56	123
7. Federal Ave/Wilshire Blvd	131	124	65	115	173	125	14	121
8. Sepulveda Blvd/Wilshire Blvd	-41	168	132	125	7	169	80	127
9. Veteran Ave/Wilshire Blvd	162	10	34	347	126	139	147	139
10. Westwood Blvd/Wilshire Blvd	54	41	90	57	236	-14	30	-12
11. S Beverly Glen Blvd/Wilshire Blvd	125	-24	222	87	107	59	131	112
12. Santa Monica Blvd/Wilshire Blvd	211	-165	168	151	103	128	285	-153
13. Centinela Ave/Santa Monica Blvd	4	122	24	147	0	148	21	128
14. Bundy Dr/Santa Monica Blvd	163	158	200	148	93	186	269	122
15. Barrington Ave/Santa Monica Blvd	73	90	33	202	55	128	57	160
16. Federal Ave/Santa Monica Blvd	61	83	53	128	57	116	62	90
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	45	95	0	116	0	249	-140	147
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	166	43	249	161	201	0	95
19. Sepulveda Blvd/Santa Monica Blvd	115	194	178	201	203	177	144	166
20. Veteran Ave/Santa Monica Blvd	78	207	140	177	133	166	108	194
21. Westwood Blvd/Santa Monica Blvd	132	313	153	267	215	227	206	218
22. Overland Ave/Santa Monica Blvd	0	338	138	227	0	344	44	313
23. S Beverly Glen Blvd/Santa Monica Blvd	126	343	121	249	242	307	82	207
24. Century Park W/Santa Monica Blvd	0	317	148	336	0	318	120	363
25. Ave of the Stars/Santa Monica Blvd	0	297	146	318	0	325	119	317
26. Century Park E/Santa Monica Blvd	0	356	13	276	0	206	103	338
27. Bundy Dr/Olympic Blvd	161	249	121	197	126	208	162	233
28. Barrington Ave/Olympic Blvd	66	231	180	208	90	183	164	249
29. Sepulveda Blvd/Olympic Blvd	144	293	152	209	178	219	98	304
30. Veteran Ave/Olympic Blvd	108	243	82	219	140	147	70	293
31. Westwood Blvd/Olympic Blvd	185	252	182	183	225	171	182	225
32. Overland Ave/Olympic Blvd	44	313	130	171	138	163	105	252
33. S Beverly Glen Blvd/Olympic Blvd	78	359	184	150	175	233	77	285
34. Century Park W/Olympic Blvd	100	429	0	204	146	266	0	321
35. Century Park E/Olympic Blvd	31	598	151	329	91	312	119	587
36. Sepulveda Blvd/Pico Blvd	140	287	192	184	190	284	164	165
37. Veteran Ave/Pico Blvd	29	280	0	284	44	261	0	287
38. Westwood Blvd/Pico Blvd	173	315	200	290	181	391	151	254
39. Overland Ave/Pico Blvd	105	293	282	391	130	449	177	315
40. Fairfax Ave/3rd St	171	199	86	156	117	104	165	237
41. La Brea Ave/3rd St	274	171	182	176	165	164	329	146
42. Highland Ave/3rd St	192	161	134	167	135	148	228	141
43. Western Ave/3rd St	239	163	200	184	133	168	308	184
44. Vermont Ave/3rd St	297	125	184	196	159	274	284	86
45. Fairfax Ave/6th St	165	125	88	71	96	69	216	68
46. La Brea Ave/6th St	329	141	158	139	182	140	257	188
47. Highland Ave/6th St	228	107	148	140	134	163	185	141
48. Western Ave/6th St	314	182	140	217	137	211	286	218
49. Vermont Ave/6th St	301	123	242	151	172	196	291	160
50. Alvarado St/6th St	201	99	163	233	110	193	342	51
51. San Vicente Blvd/Wilshire Blvd	227	108	240	153	91	122	314	200
52. Fairfax Ave/Wilshire Blvd	216	85	92	-3	88	33	163	105
53. La Brea Ave/Wilshire Blvd	257	56	148	57	158	10	359	-10
54. Highland Ave/Wilshire Blvd	185	15	131	10	148	16	117	56
55. Crenshaw Blvd/Wilshire Blvd	0	7	171	9	0	-9	245	-49
56. Western Ave/Wilshire Blvd	286	-64	105	83	140	16	313	-43
57. Vermont Ave/Wilshire Blvd	291	10	236	1	242	58	299	-40
58. Alvarado St/Wilshire Blvd	342	48	199	222	163	242	321	85
59. Fairfax Ave/8th St	163	56	127	46	92	147	154	0
60. La Brea Ave/8th St	359	64	181	34	148	69	289	132
61. Highland Ave/8th St	117	105	92	69	131	101	88	64
62. Crenshaw Blvd/8th St	245	96	139	47	171	103	240	14
63. Western Ave/8th St	297	72	154	68	106	134	258	94
64. Vermont Ave/8th St	181	117	157	279	154	212	234	133
65. Alvarado St/8th St	283	126	134	132	174	179	237	85
66. Fairfax Ave/San Vicente Blvd	172	158	206	315	180	319	167	185
67. Fairfax Ave/Olympic Blvd	167	370	73	306	206	211	76	422
68. San Vicente Blvd/Olympic Blvd	319	314	215	211	158	239	293	370
69. La Brea Ave/Olympic Blvd	289	218	224	283	181	234	305	294
70. Highland Ave/Olympic Blvd	78	216	84	234	79	233	82	218
71. Crenshaw Blvd/Olympic Blvd	240	235	127	266	139	270	209	247
72. Western Ave/Olympic Blvd	245	222	121	317	139	307	248	212
73. Vermont Ave/Olympic Blvd	184	238	142	331	140	335	203	216
74. Alvarado St/Olympic Blvd	281	138	144	248	134	307	171	199
75. Comstock Ave/Wilshire Blvd	55	-145	0	59	-50	43	0	-24

AM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	238	56	164	0	67	222	170
2. S Beverly Glen Blvd/Sunset Blvd	0	380	-41	165	0	146	59	299
3. N Beverly Glen Blvd/Sunset Blvd	171	230	146	0	-7	173	380	0
4. Centinela Ave/Wilshire Blvd	0	94	0	57	0	21	4	126
5. Bundy Dr/Wilshire Blvd	141	108	93	3	53	48	163	81
6. Barrington Ave/Wilshire Blvd	92	121	41	42	2	115	56	123
7. Federal Ave/Wilshire Blvd	131	124	65	115	173	125	14	121
8. Sepulveda Blvd/Wilshire Blvd	-41	168	132	125	7	169	80	127
9. Veteran Ave/Wilshire Blvd	162	10	34	347	126	139	147	139
10. Westwood Blvd/Wilshire Blvd	54	41	90	57	236	-14	30	-12
11. S Beverly Glen Blvd/Wilshire Blvd	125	-24	222	87	107	59	131	112
12. Santa Monica Blvd/Wilshire Blvd	211	-165	168	151	103	128	285	-153
13. Centinela Ave/Santa Monica Blvd	4	122	24	147	0	148	21	128
14. Bundy Dr/Santa Monica Blvd	163	158	200	148	93	186	269	122
15. Barrington Ave/Santa Monica Blvd	73	90	33	202	55	128	57	160
16. Federal Ave/Santa Monica Blvd	61	83	53	128	57	116	62	90
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	45	95	0	116	0	249	-140	147
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	166	43	249	161	201	0	95
19. Sepulveda Blvd/Santa Monica Blvd	115	194	178	201	203	177	144	166
20. Veteran Ave/Santa Monica Blvd	78	207	140	177	133	166	108	194
21. Westwood Blvd/Santa Monica Blvd	132	313	153	267	215	227	206	218
22. Overland Ave/Santa Monica Blvd	0	338	138	227	0	344	44	313
23. S Beverly Glen Blvd/Santa Monica Blvd	126	343	121	249	242	307	82	207
24. Century Park W/Santa Monica Blvd	0	317	148	336	0	318	120	363
25. Ave of the Stars/Santa Monica Blvd	0	297	146	318	0	325	119	317
26. Century Park E/Santa Monica Blvd	0	356	13	276	0	206	103	338
27. Bundy Dr/Olympic Blvd	161	249	121	197	126	208	162	233
28. Barrington Ave/Olympic Blvd	66	231	180	208	90	183	164	249
29. Sepulveda Blvd/Olympic Blvd	144	293	152	209	178	219	98	304
30. Veteran Ave/Olympic Blvd	108	243	82	219	140	147	70	293
31. Westwood Blvd/Olympic Blvd	185	252	182	183	225	171	182	225
32. Overland Ave/Olympic Blvd	44	313	130	171	138	163	105	252
33. S Beverly Glen Blvd/Olympic Blvd	78	359	184	150	175	233	77	285
34. Century Park W/Olympic Blvd	100	429	0	204	146	266	0	321
35. Century Park E/Olympic Blvd	31	598	151	329	91	312	119	587
36. Sepulveda Blvd/Pico Blvd	140	287	192	184	190	284	164	165
37. Veteran Ave/Pico Blvd	29	280	0	284	44	261	0	287
38. Westwood Blvd/Pico Blvd	173	315	200	290	181	391	151	254
39. Overland Ave/Pico Blvd	105	293	282	391	130	449	177	315
40. Fairfax Ave/3rd St	171	199	86	156	117	104	165	237
41. La Brea Ave/3rd St	274	171	182	176	165	164	329	146
42. Highland Ave/3rd St	192	161	134	167	135	148	228	141
43. Western Ave/3rd St	239	163	200	184	133	168	308	184
44. Vermont Ave/3rd St	297	125	184	196	159	274	284	86
45. Fairfax Ave/6th St	165	125	88	71	96	69	216	68
46. La Brea Ave/6th St	329	141	158	139	182	140	257	188
47. Highland Ave/6th St	228	107	148	140	134	163	185	141
48. Western Ave/6th St	314	182	140	217	137	211	286	218
49. Vermont Ave/6th St	301	123	242	151	172	196	291	160
50. Alvarado St/6th St	201	99	163	233	110	193	342	51
51. San Vicente Blvd/Wilshire Blvd	227	108	240	153	91	122	314	200
52. Fairfax Ave/Wilshire Blvd	216	85	92	-3	88	33	163	105
53. La Brea Ave/Wilshire Blvd	257	56	148	57	158	10	359	-10
54. Highland Ave/Wilshire Blvd	185	15	131	10	148	16	117	56
55. Crenshaw Blvd/Wilshire Blvd	0	7	171	9	0	-9	245	-49
56. Western Ave/Wilshire Blvd	286	-64	105	83	140	16	313	-43
57. Vermont Ave/Wilshire Blvd	291	10	236	1	242	58	299	-40
58. Alvarado St/Wilshire Blvd	342	48	199	222	163	242	321	85
59. Fairfax Ave/8th St	163	56	127	46	92	147	154	0
60. La Brea Ave/8th St	359	64	181	34	148	69	289	132
61. Highland Ave/8th St	117	105	92	69	131	101	88	64
62. Crenshaw Blvd/8th St	245	96	139	47	171	103	240	14
63. Western Ave/8th St	297	72	154	68	106	134	258	94
64. Vermont Ave/8th St	181	117	157	279	154	212	234	133
65. Alvarado St/8th St	283	126	134	132	174	179	237	85
66. Fairfax Ave/San Vicente Blvd	172	158	206	315	180	319	167	185
67. Fairfax Ave/Olympic Blvd	167	370	73	306	206	211	76	422
68. San Vicente Blvd/Olympic Blvd	319	314	215	211	158	239	293	370
69. La Brea Ave/Olympic Blvd	289	218	224	283	181	234	305	294
70. Highland Ave/Olympic Blvd	78	216	84	234	79	233	82	218
71. Crenshaw Blvd/Olympic Blvd	240	235	127	266	139	270	209	247
72. Western Ave/Olympic Blvd	245	222	121	317	139	307	248	212
73. Vermont Ave/Olympic Blvd	184	238	142	331	140	335	203	216
74. Alvarado St/Olympic Blvd	281	138	144	248	134	307	171	199
75. Comstock Ave/Wilshire Blvd	55	-145	0	59	-50	43	0	-24

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2020WP AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,687	569	2,346	0	2,511	745	1,346
2. S Beverly Glen Blvd/Sunset Blvd	169	2,470	446	1,102	179	1,343	675	1,990
3. N Beverly Glen Blvd/Sunset Blvd	1,205	1,424	146	1,198	345	1,165	380	2,083
4. Centinela Ave/Wilshire Blvd	20	1,621	168	1,068	49	1,045	84	1,699
5. Bundy Dr/Wilshire Blvd	850	1,613	941	1,273	797	1,328	910	1,642
6. Barrington Ave/Wilshire Blvd	750	1,759	652	1,182	487	1,492	546	1,818
7. Federal Ave/Wilshire Blvd	1,698	2,704	556	1,887	1,352	3,272	391	1,829
8. Sepulveda Blvd/Wilshire Blvd	1,171	2,912	798	3,098	384	3,482	970	3,140
9. Veteran Ave/Wilshire Blvd	607	2,547	1,036	4,743	1,326	4,098	510	2,997
10. Westwood Blvd/Wilshire Blvd	546	2,179	951	2,655	1,368	2,167	606	2,189
11. S Beverly Glen Blvd/Wilshire Blvd	868	1,918	908	2,374	705	2,066	1,193	2,103
12. Santa Monica Blvd/Wilshire Blvd	2,212	1,784	936	2,298	1,432	1,699	1,927	2,170
13. Centinela Ave/Santa Monica Blvd	311	1,198	488	892	380	922	365	1,223
14. Bundy Dr/Santa Monica Blvd	1,125	1,274	1,193	886	1,043	923	1,233	1,280
15. Barrington Ave/Santa Monica Blvd	698	1,286	781	1,297	707	1,283	694	1,379
16. Federal Ave/Santa Monica Blvd	390	1,366	294	1,255	368	1,353	276	1,307
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,206	2,179	0	1,691	0	1,976	1,297	1,802
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,726	1,967	1,961	1,309	2,159	0	2,186
19. Sepulveda Blvd/Santa Monica Blvd	695	1,757	1,091	2,098	1,021	1,990	925	1,706
20. Veteran Ave/Santa Monica Blvd	411	1,831	555	2,084	595	2,106	370	1,808
21. Westwood Blvd/Santa Monica Blvd	952	2,075	1,343	2,276	1,515	2,282	1,071	1,778
22. Overland Ave/Santa Monica Blvd	149	2,240	463	2,007	0	2,319	444	2,094
23. S Beverly Glen Blvd/Santa Monica Blvd	1,802	1,705	1,105	2,049	1,067	2,668	1,326	1,600
24. Century Park W/Santa Monica Blvd	0	1,771	332	2,774	0	2,566	601	1,710
25. Ave of the Stars/Santa Monica Blvd	0	2,030	639	2,568	6	2,203	1,264	1,764
26. Century Park E/Santa Monica Blvd	0	2,883	411	2,151	0	1,758	1,618	2,070
27. Bundy Dr/Olympic Blvd	1,602	2,241	1,961	1,644	1,756	1,925	1,535	2,234
28. Barrington Ave/Olympic Blvd	991	1,960	1,748	1,656	1,274	2,059	814	2,209
29. Sepulveda Blvd/Olympic Blvd	742	2,521	1,465	2,127	1,303	2,310	676	2,568
30. Veteran Ave/Olympic Blvd	365	2,338	480	2,154	504	2,170	252	2,410
31. Westwood Blvd/Olympic Blvd	839	2,448	1,219	2,244	1,263	2,404	712	2,373
32. Overland Ave/Olympic Blvd	391	2,518	706	2,540	404	2,798	537	2,415
33. S Beverly Glen Blvd/Olympic Blvd	1,305	2,628	1,169	3,062	1,099	3,477	819	2,766
34. Century Park W/Olympic Blvd	262	2,439	0	3,756	1,143	3,044	0	2,270
35. Century Park E/Olympic Blvd	1,439	3,257	922	2,117	600	2,545	680	3,910
36. Sepulveda Blvd/Pico Blvd	748	1,654	1,835	1,991	1,498	2,140	791	1,800
37. Veteran Ave/Pico Blvd	127	1,754	0	2,152	264	2,036	0	1,733
38. Westwood Blvd/Pico Blvd	731	1,959	1,162	1,941	1,288	2,054	622	1,829
39. Overland Ave/Pico Blvd	637	1,994	1,954	2,068	713	2,940	1,159	1,842
40. Fairfax Ave/3rd St	1,496	1,945	998	845	1,083	950	1,518	1,744
41. La Brea Ave/3rd St	2,062	1,649	1,655	1,256	1,606	1,230	2,123	1,665
42. Highland Ave/3rd St	1,623	1,565	1,259	1,241	1,364	1,146	1,635	1,541
43. Western Ave/3rd St	1,474	1,355	1,235	1,368	1,170	1,402	1,445	1,423
44. Vermont Ave/3rd St	1,732	1,297	1,471	1,494	1,565	1,478	1,616	1,336
45. Fairfax Ave/6th St	1,469	823	752	343	806	398	1,593	589
46. La Brea Ave/6th St	2,093	1,265	1,631	855	1,624	873	1,921	1,425
47. Highland Ave/6th St	1,644	1,208	1,280	818	1,262	869	1,518	1,301
48. Western Ave/6th St	1,442	1,141	1,109	1,109	1,111	1,097	1,373	1,221
49. Vermont Ave/6th St	1,617	1,254	1,599	1,345	1,524	1,459	1,516	1,318
50. Alvarado St/6th St	1,483	791	1,074	1,378	1,083	1,252	1,577	815
51. San Vicente Blvd/Wilshire Blvd	1,563	1,653	1,831	1,424	1,589	1,413	1,410	2,058
52. Fairfax Ave/Wilshire Blvd	1,908	1,680	1,312	815	1,128	947	1,647	1,993
53. La Brea Ave/Wilshire Blvd	1,849	1,682	1,569	1,171	1,555	1,115	1,859	1,741
54. Highland Ave/Wilshire Blvd	1,330	1,590	1,113	1,119	1,316	1,110	948	1,774
55. Crenshaw Blvd/Wilshire Blvd	0	1,734	1,284	1,346	0	1,399	937	2,028
56. Western Ave/Wilshire Blvd	1,328	1,188	1,049	1,127	1,013	1,182	1,254	1,259
57. Vermont Ave/Wilshire Blvd	1,541	1,452	1,617	1,421	1,534	1,485	1,545	1,488
58. Alvarado St/Wilshire Blvd	1,545	982	1,093	1,394	1,078	1,415	1,417	1,103
59. Fairfax Ave/8th St	1,236	476	1,174	64	1,228	377	1,346	0
60. La Brea Ave/8th St	1,886	260	1,642	191	1,556	163	1,836	424
61. Highland Ave/8th St	973	133	1,138	91	1,181	141	875	139
62. Crenshaw Blvd/8th St	882	593	1,283	241	1,232	394	1,156	217
63. Western Ave/8th St	1,415	612	1,137	694	1,116	749	1,391	603
64. Vermont Ave/8th St	1,359	691	1,678	928	1,585	879	1,366	824
65. Alvarado St/8th St	1,184	667	1,103	797	1,123	871	1,104	652
66. Fairfax Ave/San Vicente Blvd	1,363	1,796	1,057	1,069	1,227	1,042	1,250	1,766
67. Fairfax Ave/Olympic Blvd	1,200	2,009	930	1,638	1,060	1,471	861	2,383
68. San Vicente Blvd/Olympic Blvd	1,084	2,442	1,505	1,487	1,762	1,361	1,208	2,189
69. La Brea Ave/Olympic Blvd	1,960	1,775	1,701	1,477	1,647	1,466	1,811	1,989
70. Highland Ave/Olympic Blvd	877	1,877	831	1,477	881	1,406	941	1,833
71. Crenshaw Blvd/Olympic Blvd	1,259	2,655	1,339	1,526	1,272	1,564	1,224	2,715
72. Western Ave/Olympic Blvd	1,405	1,767	1,148	1,981	1,133	2,052	1,225	1,892
73. Vermont Ave/Olympic Blvd	1,356	1,678	1,494	1,798	1,483	1,787	1,316	1,739
74. Alvarado St/Olympic Blvd	1,277	1,134	1,006	1,758	1,037	1,825	887	1,428
75. Comstock Ave/Wilshire Blvd	298	2,081	126	2,165	145	2,262	215	2,048

POST-PROCESS THESE NUMBERS

2020WP Alt 2 AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	569	745	0	0	2,346	1,346	1,687	2,511	4,602	4,603
2. S Beverly Glen Blvd/Sunset Blvd	446	675	169	179	1,102	1,990	2,470	1,343	4,187	4,187
3. N Beverly Glen Blvd/Sunset Blvd	146	380	1,205	345	1,198	2,083	1,424	1,165	3,974	3,973
4. Centinela Ave/Wilshire Blvd	168	84	20	49	1,068	1,699	1,621	1,045	2,876	2,876
5. Bundy Dr/Wilshire Blvd	941	910	850	797	1,273	1,642	1,613	1,328	4,677	4,677
6. Barrington Ave/Wilshire Blvd	652	546	750	487	1,182	1,818	1,759	1,492	4,343	4,343
7. Federal Ave/Wilshire Blvd	556	391	1,698	1,352	1,887	1,829	2,704	3,272	6,846	6,844
8. Sepulveda Blvd/Wilshire Blvd	798	970	1,171	384	3,098	3,140	2,912	3,482	7,978	7,977
9. Veteran Ave/Wilshire Blvd	1,036	510	607	1,326	4,743	2,997	2,547	4,098	8,933	8,931
10. Westwood Blvd/Wilshire Blvd	951	606	546	1,368	2,655	2,189	2,179	2,167	6,331	6,329
11. S Beverly Glen Blvd/Wilshire Blvd	908	1,193	868	705	2,374	2,103	1,918	2,066	6,068	6,067
12. Santa Monica Blvd/Wilshire Blvd	936	1,927	2,212	1,432	2,298	2,170	1,784	1,699	7,230	7,228
13. Centinela Ave/Santa Monica Blvd	488	365	311	380	892	1,223	1,198	922	2,889	2,889
14. Bundy Dr/Santa Monica Blvd	1,193	1,233	1,125	1,043	886	1,280	1,274	923	4,478	4,479
15. Barrington Ave/Santa Monica Blvd	781	694	698	707	1,297	1,379	1,286	1,283	4,061	4,063
16. Federal Ave/Santa Monica Blvd	294	276	390	368	1,255	1,307	1,366	1,353	3,304	3,304
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,297	1,206	0	1,691	1,802	2,179	1,976	5,076	5,076
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	1,967	0	0	1,309	1,961	2,186	1,726	2,159	5,655	5,654
19. Sepulveda Blvd/Santa Monica Blvd	1,091	925	695	1,021	2,098	1,706	1,757	1,990	5,640	5,642
20. Veteran Ave/Santa Monica Blvd	555	370	411	595	2,084	1,808	1,831	2,106	4,881	4,880
21. Westwood Blvd/Santa Monica Blvd	1,343	1,071	952	1,515	2,276	1,778	2,075	2,282	6,645	6,646
22. Overland Ave/Santa Monica Blvd	463	444	149	0	2,007	2,094	2,240	2,319	4,859	4,857
23. S Beverly Glen Blvd/Santa Monica Blvd	1,105	1,326	1,802	1,067	2,049	1,600	1,705	2,668	6,662	6,661
24. Century Park W/Santa Monica Blvd	332	601	0	0	2,774	1,710	1,771	2,566	4,877	4,877
25. Ave of the Stars/Santa Monica Blvd	639	1,264	0	6	2,568	1,764	2,030	2,203	5,237	5,237
26. Century Park E/Santa Monica Blvd	411	1,618	0	0	2,151	2,070	2,883	1,758	5,445	5,447
27. Bundy Dr/Olympic Blvd	1,961	1,535	1,602	1,756	1,644	2,234	2,241	1,925	7,449	7,450
28. Barrington Ave/Olympic Blvd	1,748	814	991	1,274	1,656	2,209	1,960	2,059	6,356	6,357
29. Sepulveda Blvd/Olympic Blvd	1,465	676	742	1,303	2,127	2,568	2,521	2,310	6,856	6,857
30. Veteran Ave/Olympic Blvd	480	252	365	504	2,154	2,410	2,338	2,170	5,338	5,336
31. Westwood Blvd/Olympic Blvd	1,219	712	839	1,263	2,244	2,373	2,448	2,404	6,751	6,752
32. Overland Ave/Olympic Blvd	706	537	391	404	2,540	2,415	2,518	2,798	6,154	6,154
33. S Beverly Glen Blvd/Olympic Blvd	1,169	819	1,305	1,099	3,062	2,766	2,628	3,477	8,163	8,162
34. Century Park W/Olympic Blvd	0	0	262	1,143	3,756	2,270	2,439	3,044	6,457	6,457
35. Century Park E/Olympic Blvd	922	680	1,439	600	2,117	3,910	3,257	2,545	7,735	7,735
36. Sepulveda Blvd/Pico Blvd	1,835	791	748	1,498	1,991	1,800	1,654	2,140	6,228	6,228
37. Veteran Ave/Pico Blvd	0	0	127	264	2,152	1,733	1,754	2,036	4,034	4,033
38. Westwood Blvd/Pico Blvd	1,162	622	731	1,288	1,941	1,829	1,959	2,054	5,794	5,793
39. Overland Ave/Pico Blvd	1,954	1,159	637	713	2,068	1,842	1,994	2,940	6,654	6,654
40. Fairfax Ave/3rd St	998	1,518	1,496	1,083	845	1,744	1,945	950	5,284	5,295
41. La Brea Ave/3rd St	1,655	2,123	2,062	1,606	1,256	1,665	1,649	1,230	6,623	6,624
42. Highland Ave/3rd St	1,259	1,635	1,623	1,364	1,241	1,541	1,565	1,146	5,688	5,686
43. Western Ave/3rd St	1,235	1,445	1,474	1,170	1,368	1,423	1,355	1,402	5,432	5,439
44. Vermont Ave/3rd St	1,471	1,616	1,732	1,565	1,494	1,336	1,297	1,478	5,994	5,995
45. Fairfax Ave/6th St	752	1,593	1,469	806	343	589	823	398	3,386	3,386
46. La Brea Ave/6th St	1,631	1,921	2,093	1,624	855	1,425	1,265	873	5,843	5,843
47. Highland Ave/6th St	1,280	1,518	1,644	1,262	818	1,301	1,208	869	4,950	4,950
48. Western Ave/6th St	1,109	1,373	1,442	1,111	1,109	1,221	1,141	1,097	4,802	4,801
49. Vermont Ave/6th St	1,599	1,516	1,617	1,524	1,345	1,318	1,254	1,459	5,816	5,818
50. Alvarado St/6th St	1,074	1,577	1,483	1,083	1,378	815	791	1,252	4,726	4,726
51. San Vicente Blvd/Wilshire Blvd	1,831	1,410	1,563	1,589	1,424	2,058	1,653	1,413	6,472	6,471
52. Fairfax Ave/Wilshire Blvd	1,312	1,647	1,908	1,128	815	1,993	1,680	947	5,715	5,714
53. La Brea Ave/Wilshire Blvd	1,569	1,859	1,849	1,555	1,171	1,741	1,682	1,115	6,272	6,271
54. Highland Ave/Wilshire Blvd	1,113	948	1,330	1,316	1,119	1,774	1,590	1,110	5,152	5,148
55. Crenshaw Blvd/Wilshire Blvd	1,284	937	0	0	1,346	2,028	1,734	1,399	4,365	4,365
56. Western Ave/Wilshire Blvd	1,049	1,254	1,328	1,013	1,127	1,259	1,188	1,182	4,692	4,708
57. Vermont Ave/Wilshire Blvd	1,617	1,545	1,541	1,534	1,421	1,488	1,452	1,485	6,031	6,052
58. Alvarado St/Wilshire Blvd	1,093	1,417	1,545	1,078	1,394	1,103	982	1,415	5,014	5,014
59. Fairfax Ave/8th St	1,174	1,346	1,236	1,228	64	0	476	377	2,950	2,951
60. La Brea Ave/8th St	1,642	1,836	1,886	1,556	191	424	260	163	3,980	3,980
61. Highland Ave/8th St	1,138	875	973	1,181	91	139	133	141	2,336	2,337
62. Crenshaw Blvd/8th St	1,283	1,156	882	1,232	241	217	593	394	2,998	2,999
63. Western Ave/8th St	1,137	1,391	1,415	1,116	694	603	612	749	3,858	3,859
64. Vermont Ave/8th St	1,678	1,366	1,359	1,585	928	824	691	879	4,656	4,655
65. Alvarado St/8th St	1,103	1,104	1,184	1,123	797	652	667	871	3,751	3,751
66. Fairfax Ave/San Vicente Blvd	1,057	1,250	1,363	1,227	1,069	1,766	1,796	1,042	5,285	5,285
67. Fairfax Ave/Olympic Blvd	930	861	1,200	1,060	1,638	2,383	2,009	1,471	5,776	5,775
68. San Vicente Blvd/Olympic Blvd	1,505	1,208	1,084	1,762	1,487	2,189	2,442	1,361	6,519	6,520
69. La Brea Ave/Olympic Blvd	1,701	1,811	1,960	1,647	1,477	1,989	1,775	1,466	6,913	6,913
70. Highland Ave/Olympic Blvd	831	941	877	881	1,477	1,833	1,877	1,406	5,061	5,061
71. Crenshaw Blvd/Olympic Blvd	1,339	1,224	1,259	1,272	1,526	2,715	2,655	1,564	6,778	6,775
72. Western Ave/Olympic Blvd	1,148	1,225	1,405	1,133	1,981	1,892	1,767	2,052	6,301	6,302
73. Vermont Ave/Olympic Blvd	1,494	1,316	1,356	1,483	1,798	1,739	1,678	1,787	6,326	6,325
74. Alvarado St/Olympic Blvd	1,006	887	1,277	1,037	1,758	1,428	1,134	1,825	5,177	5,177
75. Comstock Ave/Wilshire Blvd	126	215	298	145	2,165	2,048	2,081	2,262	4,670	4,670

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2020WP Alt 2 PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,551	1,567	785	0	1,255	527	2,121	3,903	3,903
2. S Beverly Glen Blvd/Sunset Blvd	0	1,570	697	1,740	0	2,398	403	1,206	4,007	4,007
3. N Beverly Glen Blvd/Sunset Blvd	649	1,110	2,398	0	1,319	1,268	1,570	0	4,157	4,157
4. Centinela Ave/Wilshire Blvd	0	1,346	288	1,444	0	1,586	150	1,343	3,078	3,079
5. Bundy Dr/Wilshire Blvd	701	1515	1172	1479	899	1694	1031	1244	4,867	4,868
6. Barrington Ave/Wilshire Blvd	607	1629	632	1980	618	1994	505	1730	4,848	4,847
7. Federal Ave/Wilshire Blvd	2362	1325	569	1994	1032	2998	591	1629	6,250	6,250
8. Sepulveda Blvd/Wilshire Blvd	645	3058	1081	2858	1426	2581	938	2696	7,642	7,641
9. Veteran Ave/Wilshire Blvd	1197	3210	865	3075	1420	2367	564	3995	8,347	8,346
10. Westwood Blvd/Wilshire Blvd	2289	1771	802	1902	1582	1811	1126	2242	6,764	6,761
11. S Beverly Glen Blvd/Wilshire Blvd	691	1459	1298	2246	821	1725	1027	2121	5,694	5,694
12. Santa Monica Blvd/Wilshire Blvd	1472	2230	1749	2168	1921	1777	1816	2105	7,619	7,619
13. Centinela Ave/Santa Monica Blvd	150	849	288	1496	288	1116	299	1080	2,783	2,783
14. Bundy Dr/Santa Monica Blvd	1031	1138	1788	1116	1172	1436	1619	849	5,073	5,076
15. Barrington Ave/Santa Monica Blvd	723	1144	754	1926	889	1761	760	1138	4,547	4,548
16. Federal Ave/Santa Monica Blvd	585	1241	387	1761	669	1777	385	1144	3,974	3,975
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	824	2196	0	2559	0	2393	1083	2103	5,579	5,579
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2630	846	2393	2002	1671	0	2196	5,869	5,869
19. Sepulveda Blvd/Santa Monica Blvd	1405	2217	1367	1671	1206	1611	1213	2630	6,660	6,660
20. Veteran Ave/Santa Monica Blvd	653	2150	425	1611	330	1910	383	2217	4,839	4,840
21. Westwood Blvd/Santa Monica Blvd	1669	1921	1460	1760	1213	1898	1728	1971	6,810	6,810
22. Overland Ave/Santa Monica Blvd	0	2527	498	1898	0	2297	706	1921	4,923	4,924
23. S Beverly Glen Blvd/Santa Monica Blvd	892	2319	1352	1809	1150	2057	1073	2092	6,372	6,372
24. Century Park W/Santa Monica Blvd	0	2357	764	1834	0	2117	719	2119	4,955	4,955
25. Ave of the Stars/Santa Monica Blvd	0	2172	980	2117	0	2062	851	2357	5,269	5,270
26. Century Park E/Santa Monica Blvd	0	2388	176	2902	0	2995	484	1986	5,466	5,465
27. Bundy Dr/Olympic Blvd	1564	1635	1251	1992	1313	1975	1561	1594	6,442	6,443
28. Barrington Ave/Olympic Blvd	855	2060	1341	1975	1085	1748	1762	1635	6,231	6,230
29. Sepulveda Blvd/Olympic Blvd	1213	2942	891	2519	1367	2401	1776	2021	7,565	7,565
30. Veteran Ave/Olympic Blvd	383	3163	290	2401	425	2360	509	2942	6,237	6,236
31. Westwood Blvd/Olympic Blvd	1456	3209	1247	2152	1224	2228	1540	3073	8,064	8,065
32. Overland Ave/Olympic Blvd	706	3668	539	2228	498	2337	1097	3209	7,141	7,141
33. S Beverly Glen Blvd/Olympic Blvd	1493	3389	897	2088	1088	2173	1132	3473	7,867	7,866
34. Century Park W/Olympic Blvd	1188	2472	0	1886	608	2095	0	2843	5,546	5,546
35. Century Park E/Olympic Blvd	1087	2290	695	2817	250	2621	1021	2998	6,889	6,890
36. Sepulveda Blvd/Pico Blvd	1915	1915	1167	1455	1115	1542	1858	1936	6,452	6,451
37. Veteran Ave/Pico Blvd	370	1764	0	1542	66	1695	0	1915	3,676	3,676
38. Westwood Blvd/Pico Blvd	1407	1649	972	1765	1060	1497	1669	1568	5,793	5,794
39. Overland Ave/Pico Blvd	1097	2109	1114	1497	539	1926	1701	1649	5,817	5,815
40. Fairfax Ave/3rd St	1100	1166	1316	1584	1394	1635	1114	1033	5,166	5,176
41. La Brea Ave/3rd St	1749	1236	2360	1204	2119	1267	1888	1276	6,549	6,550
42. Highland Ave/3rd St	1364	1293	1861	1071	1691	1102	1628	1169	5,589	5,590
43. Western Ave/3rd St	1056	1202	1541	1440	1376	1292	1341	1237	5,239	5,246
44. Vermont Ave/3rd St	1590	1687	2050	1331	2294	967	1645	1752	6,658	6,658
45. Fairfax Ave/6th St	1114	533	1426	658	1326	757	1056	592	3,731	3,731
46. La Brea Ave/6th St	1888	859	2237	1185	2360	973	1766	1069	6,169	6,168
47. Highland Ave/6th St	1628	1070	1642	973	1861	1159	1433	859	5,313	5,312
48. Western Ave/6th St	1032	1326	1664	1412	1519	1110	1359	1447	5,434	5,435
49. Vermont Ave/6th St	1758	1276	2553	1311	2240	1218	1933	1508	6,898	6,899
50. Alvarado St/6th St	1013	1418	1539	960	1314	1170	1160	1286	4,930	4,930
51. San Vicente Blvd/Wilshire Blvd	1705	1580	1212	2039	1349	2207	1606	1374	6,536	6,536
52. Fairfax Ave/Wilshire Blvd	1056	1475	1601	1986	1426	1836	1174	1683	6,118	6,119
53. La Brea Ave/Wilshire Blvd	1766	1319	2621	1631	2237	1776	2018	1307	7,337	7,338
54. Highland Ave/Wilshire Blvd	1433	1460	859	1776	1642	1607	959	1319	5,528	5,527
55. Crenshaw Blvd/Wilshire Blvd	0	2093	1503	1555	0	2378	1367	1407	5,151	5,152
56. Western Ave/Wilshire Blvd	1359	1556	1688	1837	1664	1610	1497	1687	6,440	6,458
57. Vermont Ave/Wilshire Blvd	1933	1776	1847	1722	2553	1683	1640	1422	7,278	7,298
58. Alvarado St/Wilshire Blvd	1160	1437	1644	1286	1539	1080	1349	1561	5,527	5,529
59. Fairfax Ave/8th St	1174	986	912	146	1601	792	825	0	3,218	3,218
60. La Brea Ave/8th St	2018	382	2417	559	2621	399	2160	198	5,376	5,378
61. Highland Ave/8th St	959	559	1013	399	859	796	892	382	2,930	2,929
62. Crenshaw Blvd/8th St	1367	513	1483	265	1503	581	1360	183	3,628	3,627
63. Western Ave/8th St	1464	875	1355	625	1594	719	1222	783	4,319	4,318
64. Vermont Ave/8th St	1512	1363	1530	1234	1559	1204	1503	1373	5,639	5,639
65. Alvarado St/8th St	1203	1078	1513	754	1633	730	1185	999	4,548	4,547
66. Fairfax Ave/San Vicente Blvd	1466	1780	1449	2071	1376	1937	1595	1859	6,766	6,767
67. Fairfax Ave/Olympic Blvd	1595	1894	714	2877	1449	2389	905	2338	7,080	7,081
68. San Vicente Blvd/Olympic Blvd	1937	1998	1681	2389	1780	2544	1786	1894	8,005	8,004
69. La Brea Ave/Olympic Blvd	2160	1701	2409	2427	2417	2157	2229	1895	8,697	8,698
70. Highland Ave/Olympic Blvd	807	1788	825	2157	957	2089	832	1701	5,577	5,579
71. Crenshaw Blvd/Olympic Blvd	1360	1835	1406	2253	1483	2055	1246	2068	6,854	6,852
72. Western Ave/Olympic Blvd	1502	1976	1339	1932	1533	1844	1391	1981	6,749	6,749
73. Vermont Ave/Olympic Blvd	1527	2429	1562	1924	1620	1993	1614	2215	7,442	7,442
74. Alvarado St/Olympic Blvd	1155	1799	1146	1536	1458	1362	927	1889	5,636	5,636
75. Comstock Ave/Wilshire Blvd	407	1708	0	1725	399	1983	0	1459	3,840	3,841

PM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	153	117	54	0	97	-3	230
2. S Beverly Glen Blvd/Sunset Blvd	0	280	51	198	0	285	3	240
3. N Beverly Glen Blvd/Sunset Blvd	72	218	285	0	110	186	280	0
4. Centinela Ave/Wilshire Blvd	0	31	25	134	0	88	10	93
5. Bundy Dr/Wilshire Blvd	96	41	134	69	67	161	98	16
6. Barrington Ave/Wilshire Blvd	63	18	94	171	69	196	41	39
7. Federal Ave/Wilshire Blvd	166	-53	23	196	72	231	11	18
8. Sepulveda Blvd/Wilshire Blvd	-118	142	117	290	116	217	-25	121
9. Veteran Ave/Wilshire Blvd	-44	344	134	119	-18	153	-3	420
10. Westwood Blvd/Wilshire Blvd	171	107	30	-116	41	-11	93	66
11. S Beverly Glen Blvd/Wilshire Blvd	67	-20	301	112	72	94	110	184
12. Santa Monica Blvd/Wilshire Blvd	98	204	142	57	182	153	154	11
13. Centinela Ave/Santa Monica Blvd	10	130	13	171	25	197	8	95
14. Bundy Dr/Santa Monica Blvd	98	139	251	197	134	208	215	130
15. Barrington Ave/Santa Monica Blvd	63	118	51	257	89	236	29	135
16. Federal Ave/Santa Monica Blvd	40	122	83	236	133	188	43	118
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	92	100	0	214	0	246	51	109
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	196	18	246	274	86	0	100
19. Sepulveda Blvd/Santa Monica Blvd	147	211	202	86	186	128	136	196
20. Veteran Ave/Santa Monica Blvd	54	158	105	128	60	130	46	211
21. Westwood Blvd/Santa Monica Blvd	146	201	181	201	139	215	171	204
22. Overland Ave/Santa Monica Blvd	0	283	138	215	0	316	120	201
23. S Beverly Glen Blvd/Santa Monica Blvd	123	334	188	218	296	275	86	207
24. Century Park W/Santa Monica Blvd	0	370	124	263	0	321	102	334
25. Ave of the Stars/Santa Monica Blvd	0	399	134	321	0	354	131	370
26. Century Park E/Santa Monica Blvd	0	283	19	387	0	325	97	266
27. Bundy Dr/Olympic Blvd	127	209	49	203	90	253	81	165
28. Barrington Ave/Olympic Blvd	60	183	148	253	76	215	143	209
29. Sepulveda Blvd/Olympic Blvd	136	281	96	283	202	243	158	191
30. Veteran Ave/Olympic Blvd	46	295	69	243	105	203	63	281
31. Westwood Blvd/Olympic Blvd	147	395	122	260	163	242	160	360
32. Overland Ave/Olympic Blvd	120	460	145	242	138	275	158	395
33. S Beverly Glen Blvd/Olympic Blvd	111	499	106	261	157	273	98	448
34. Century Park W/Olympic Blvd	124	405	0	241	102	236	0	432
35. Century Park E/Olympic Blvd	175	447	128	341	48	424	130	491
36. Sepulveda Blvd/Pico Blvd	183	285	183	189	132	230	199	277
37. Veteran Ave/Pico Blvd	38	278	0	230	33	230	0	285
38. Westwood Blvd/Pico Blvd	165	251	191	205	177	160	194	281
39. Overland Ave/Pico Blvd	158	323	154	160	145	219	178	251
40. Fairfax Ave/3rd St	103	97	136	248	162	185	92	154
41. La Brea Ave/3rd St	187	145	350	123	320	153	162	170
42. Highland Ave/3rd St	137	180	87	124	77	139	151	162
43. Western Ave/3rd St	155	175	220	179	203	161	189	182
44. Vermont Ave/3rd St	189	188	338	129	330	86	219	209
45. Fairfax Ave/6th St	92	108	191	68	146	131	97	85
46. La Brea Ave/6th St	162	156	350	153	350	178	112	180
47. Highland Ave/6th St	151	156	86	178	87	189	138	156
48. Western Ave/6th St	146	243	207	170	214	159	131	263
49. Vermont Ave/6th St	220	190	345	138	354	176	129	234
50. Alvarado St/6th St	158	202	253	80	188	131	195	180
51. San Vicente Blvd/Wilshire Blvd	120	172	299	153	215	64	251	215
52. Fairfax Ave/Wilshire Blvd	97	107	263	-76	191	28	64	109
53. La Brea Ave/Wilshire Blvd	112	46	308	13	350	-69	192	7
54. Highland Ave/Wilshire Blvd	138	6	65	-69	86	-68	76	46
55. Crenshaw Blvd/Wilshire Blvd	0	-6	214	-76	0	-45	120	58
56. Western Ave/Wilshire Blvd	131	-6	221	-4	207	-52	217	-12
57. Vermont Ave/Wilshire Blvd	129	27	453	-44	345	37	208	-5
58. Alvarado St/Wilshire Blvd	195	219	247	139	253	113	218	217
59. Fairfax Ave/8th St	64	139	200	57	263	102	94	0
60. La Brea Ave/8th St	192	52	324	63	308	53	206	66
61. Highland Ave/8th St	76	128	58	53	65	126	71	52
62. Crenshaw Blvd/8th St	120	121	187	22	214	78	146	11
63. Western Ave/8th St	213	117	204	70	208	77	191	128
64. Vermont Ave/8th St	205	236	217	168	237	156	183	251
65. Alvarado St/8th St	186	221	198	129	243	139	163	189
66. Fairfax Ave/San Vicente Blvd	138	309	194	224	222	171	206	268
67. Fairfax Ave/Olympic Blvd	206	206	44	378	194	287	61	292
68. San Vicente Blvd/Olympic Blvd	171	226	291	287	309	258	201	206
69. La Brea Ave/Olympic Blvd	206	265	312	246	324	228	216	262
70. Highland Ave/Olympic Blvd	59	251	32	228	48	187	72	265
71. Crenshaw Blvd/Olympic Blvd	146	293	207	218	187	244	148	283
72. Western Ave/Olympic Blvd	191	289	166	219	185	223	176	282
73. Vermont Ave/Olympic Blvd	154	362	164	213	178	222	170	322
74. Alvarado St/Olympic Blvd	177	280	155	158	216	140	131	283
75. Comstock Ave/Wilshire Blvd	-42	-74	0	94	31	-31	0	-20

PM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE **1**

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	153	117	54	0	97	-3	230
2. S Beverly Glen Blvd/Sunset Blvd	0	280	51	198	0	285	3	240
3. N Beverly Glen Blvd/Sunset Blvd	72	218	285	0	110	186	280	0
4. Centinela Ave/Wilshire Blvd	0	31	25	134	0	88	10	93
5. Bundy Dr/Wilshire Blvd	96	41	134	69	67	161	98	16
6. Barrington Ave/Wilshire Blvd	63	18	94	171	69	196	41	39
7. Federal Ave/Wilshire Blvd	166	-53	23	196	72	231	11	18
8. Sepulveda Blvd/Wilshire Blvd	-118	142	117	290	116	217	-25	121
9. Veteran Ave/Wilshire Blvd	-44	344	134	119	-18	153	-3	420
10. Westwood Blvd/Wilshire Blvd	171	107	30	-116	41	-11	93	66
11. S Beverly Glen Blvd/Wilshire Blvd	67	-20	301	112	72	94	110	184
12. Santa Monica Blvd/Wilshire Blvd	98	204	142	57	182	153	154	11
13. Centinela Ave/Santa Monica Blvd	10	130	13	171	25	197	8	95
14. Bundy Dr/Santa Monica Blvd	98	139	251	197	134	208	215	130
15. Barrington Ave/Santa Monica Blvd	63	118	51	257	89	236	29	135
16. Federal Ave/Santa Monica Blvd	40	122	83	236	133	188	43	118
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	92	100	0	214	0	246	51	109
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	196	18	246	274	86	0	100
19. Sepulveda Blvd/Santa Monica Blvd	147	211	202	86	186	128	136	196
20. Veteran Ave/Santa Monica Blvd	54	158	105	128	60	130	46	211
21. Westwood Blvd/Santa Monica Blvd	146	201	181	201	139	215	171	204
22. Overland Ave/Santa Monica Blvd	0	283	138	215	0	316	120	201
23. S Beverly Glen Blvd/Santa Monica Blvd	123	334	188	218	296	275	86	207
24. Century Park W/Santa Monica Blvd	0	370	124	263	0	321	102	334
25. Ave of the Stars/Santa Monica Blvd	0	399	134	321	0	354	131	370
26. Century Park E/Santa Monica Blvd	0	283	19	387	0	325	97	266
27. Bundy Dr/Olympic Blvd	127	209	49	203	90	253	81	165
28. Barrington Ave/Olympic Blvd	60	183	148	253	76	215	143	209
29. Sepulveda Blvd/Olympic Blvd	136	281	96	283	202	243	158	191
30. Veteran Ave/Olympic Blvd	46	295	69	243	105	203	63	281
31. Westwood Blvd/Olympic Blvd	147	395	122	260	163	242	160	360
32. Overland Ave/Olympic Blvd	120	460	145	242	138	275	158	395
33. S Beverly Glen Blvd/Olympic Blvd	111	499	106	261	157	273	98	448
34. Century Park W/Olympic Blvd	124	405	0	241	102	236	0	432
35. Century Park E/Olympic Blvd	175	447	128	341	48	424	130	491
36. Sepulveda Blvd/Pico Blvd	183	285	183	189	132	230	199	277
37. Veteran Ave/Pico Blvd	38	278	0	230	33	230	0	285
38. Westwood Blvd/Pico Blvd	165	251	191	205	177	160	194	281
39. Overland Ave/Pico Blvd	158	323	154	160	145	219	178	251
40. Fairfax Ave/3rd St	103	97	136	248	162	185	92	154
41. La Brea Ave/3rd St	187	145	350	123	320	153	162	170
42. Highland Ave/3rd St	137	180	87	124	77	139	151	162
43. Western Ave/3rd St	155	175	220	179	203	161	189	182
44. Vermont Ave/3rd St	189	188	338	129	330	86	219	209
45. Fairfax Ave/6th St	92	108	191	68	146	131	97	85
46. La Brea Ave/6th St	162	156	350	153	350	178	112	180
47. Highland Ave/6th St	151	156	86	178	87	189	138	156
48. Western Ave/6th St	146	243	207	170	214	159	131	263
49. Vermont Ave/6th St	220	190	345	138	354	176	129	234
50. Alvarado St/6th St	158	202	253	80	188	131	195	180
51. San Vicente Blvd/Wilshire Blvd	120	172	299	153	215	64	251	215
52. Fairfax Ave/Wilshire Blvd	97	107	263	-76	191	28	64	109
53. La Brea Ave/Wilshire Blvd	112	46	308	13	350	-69	192	7
54. Highland Ave/Wilshire Blvd	138	6	65	-69	86	-68	76	46
55. Crenshaw Blvd/Wilshire Blvd	0	-6	214	-76	0	-45	120	58
56. Western Ave/Wilshire Blvd	131	-6	221	-4	207	-52	217	-12
57. Vermont Ave/Wilshire Blvd	129	27	453	-44	345	37	208	-5
58. Alvarado St/Wilshire Blvd	195	219	247	139	253	113	218	217
59. Fairfax Ave/8th St	64	139	200	57	263	102	94	0
60. La Brea Ave/8th St	192	52	324	63	308	53	206	66
61. Highland Ave/8th St	76	128	58	53	65	126	71	52
62. Crenshaw Blvd/8th St	120	121	187	22	214	78	146	11
63. Western Ave/8th St	213	117	204	70	208	77	191	128
64. Vermont Ave/8th St	205	236	217	168	237	156	183	251
65. Alvarado St/8th St	186	221	198	129	243	139	163	189
66. Fairfax Ave/San Vicente Blvd	138	309	194	224	222	171	206	268
67. Fairfax Ave/Olympic Blvd	206	206	44	378	194	287	61	292
68. San Vicente Blvd/Olympic Blvd	171	226	291	287	309	258	201	206
69. La Brea Ave/Olympic Blvd	206	265	312	246	324	228	216	262
70. Highland Ave/Olympic Blvd	59	251	32	228	48	187	72	265
71. Crenshaw Blvd/Olympic Blvd	146	293	207	218	187	244	148	283
72. Western Ave/Olympic Blvd	191	289	166	219	185	223	176	282
73. Vermont Ave/Olympic Blvd	154	362	164	213	178	222	170	322
74. Alvarado St/Olympic Blvd	177	280	155	158	216	140	131	283
75. Comstock Ave/Wilshire Blvd	-42	-74	0	94	31	-31	0	-20

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2020WP PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,203	911	1,358	0	1,674	416	2,382
2. S Beverly Glen Blvd/Sunset Blvd	180	1,729	773	1,747	147	2,305	468	1,508
3. N Beverly Glen Blvd/Sunset Blvd	567	1,375	285	2,017	1,145	1,378	280	1,442
4. Centinela Ave/Wilshire Blvd	45	1,595	172	1,356	99	1,302	47	1,721
5. Bundy Dr/Wilshire Blvd	702	1,643	1,304	1,352	1,202	1,416	725	1,661
6. Barrington Ave/Wilshire Blvd	538	1,813	443	1,535	408	1,547	560	1,812
7. Federal Ave/Wilshire Blvd	1,256	2,663	761	1,559	1,443	2,648	335	1,813
8. Sepulveda Blvd/Wilshire Blvd	562	2,911	1,064	2,327	989	2,444	747	2,682
9. Veteran Ave/Wilshire Blvd	1,100	3,227	1,301	2,710	976	2,632	538	4,191
10. Westwood Blvd/Wilshire Blvd	1,183	1,927	841	2,037	836	2,037	1,106	2,006
11. S Beverly Glen Blvd/Wilshire Blvd	680	1,608	1,120	2,298	815	2,024	1,040	1,827
12. Santa Monica Blvd/Wilshire Blvd	1,510	2,260	1,070	2,315	1,579	1,940	1,450	2,186
13. Centinela Ave/Santa Monica Blvd	442	1,013	470	1,224	410	1,309	457	975
14. Bundy Dr/Santa Monica Blvd	888	909	1,492	1,316	1,302	1,294	1,048	963
15. Barrington Ave/Santa Monica Blvd	721	1,171	722	1,403	735	1,332	806	1,145
16. Federal Ave/Santa Monica Blvd	567	1,211	334	1,357	483	1,305	529	1,151
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,285	1,996	0	1,775	0	2,063	1,419	1,575
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,577	2,252	2,244	2,079	2,168	0	1,826
19. Sepulveda Blvd/Santa Monica Blvd	1,005	1,611	1,311	1,720	1,153	1,696	1,177	1,620
20. Veteran Ave/Santa Monica Blvd	641	1,981	451	2,057	506	1,976	649	2,002
21. Westwood Blvd/Santa Monica Blvd	1,596	1,969	1,426	2,295	1,738	2,221	1,729	1,597
22. Overland Ave/Santa Monica Blvd	86	2,423	482	1,881	0	2,154	581	2,138
23. S Beverly Glen Blvd/Santa Monica Blvd	1,493	2,519	909	1,773	1,344	1,890	1,410	2,050
24. Century Park W/Santa Monica Blvd	0	2,228	776	1,872	0	2,012	351	2,513
25. Ave of the Stars/Santa Monica Blvd	0	1,914	1,367	2,023	12	2,356	708	2,228
26. Century Park E/Santa Monica Blvd	0	1,819	1,168	2,398	0	2,833	756	1,796
27. Bundy Dr/Olympic Blvd	1,011	1,957	1,785	2,202	1,926	1,983	1,358	1,688
28. Barrington Ave/Olympic Blvd	1,673	1,934	1,355	2,121	1,332	1,932	1,993	1,825
29. Sepulveda Blvd/Olympic Blvd	980	3,177	1,468	2,147	1,630	2,044	1,155	2,940
30. Veteran Ave/Olympic Blvd	535	3,050	293	1,916	374	1,933	462	3,023
31. Westwood Blvd/Olympic Blvd	1,667	3,248	1,146	1,971	1,289	2,116	1,480	3,148
32. Overland Ave/Olympic Blvd	557	3,515	693	2,165	522	2,264	871	3,273
33. S Beverly Glen Blvd/Olympic Blvd	1,408	3,195	655	2,185	872	2,248	1,166	3,157
34. Century Park W/Olympic Blvd	874	2,445	0	2,170	296	2,136	0	3,057
35. Century Park E/Olympic Blvd	963	2,927	852	2,939	971	2,813	982	2,917
36. Sepulveda Blvd/Pico Blvd	1,302	2,168	1,571	1,777	1,371	1,774	1,574	2,096
37. Veteran Ave/Pico Blvd	489	2,166	0	1,808	239	1,878	0	2,348
38. Westwood Blvd/Pico Blvd	1,314	2,521	945	1,832	1,179	1,722	1,489	2,223
39. Overland Ave/Pico Blvd	932	2,716	1,646	1,755	628	1,884	2,009	2,526
40. Fairfax Ave/3rd St	1,447	1,108	1,249	1,562	1,502	1,552	1,313	1,008
41. La Brea Ave/3rd St	1,868	1,239	2,019	853	1,931	948	1,848	1,251
42. Highland Ave/3rd St	1,651	1,262	1,251	935	1,375	860	1,633	1,232
43. Western Ave/3rd St	1,403	1,381	1,330	1,420	1,369	1,336	1,424	1,411
44. Vermont Ave/3rd St	1,707	1,391	1,818	1,418	2,013	1,285	1,549	1,488
45. Fairfax Ave/6th St	1,208	636	1,090	490	1,079	626	1,261	458
46. La Brea Ave/6th St	1,853	1,011	2,034	1,255	2,034	1,301	1,728	1,089
47. Highland Ave/6th St	1,588	980	1,359	1,300	1,346	1,362	1,507	1,012
48. Western Ave/6th St	1,438	1,392	1,350	1,232	1,384	1,246	1,395	1,389
49. Vermont Ave/6th St	1,425	1,543	1,906	1,330	1,886	460	2,345	1,513
50. Alvarado St/6th St	1,159	1,303	1,410	1,156	1,458	1,092	1,220	1,259
51. San Vicente Blvd/Wilshire Blvd	2,152	1,555	1,241	2,034	1,221	1,830	2,229	1,702
52. Fairfax Ave/Wilshire Blvd	1,782	1,184	1,429	2,164	1,603	2,007	1,732	1,218
53. La Brea Ave/Wilshire Blvd	1,659	1,301	1,822	1,625	2,019	1,366	1,805	1,218
54. Highland Ave/Wilshire Blvd	1,376	1,320	1,019	1,414	1,335	1,333	981	1,479
55. Crenshaw Blvd/Wilshire Blvd	0	1,341	1,327	1,601	0	1,725	880	1,665
56. Western Ave/Wilshire Blvd	1,144	1,468	1,628	867	1,573	921	1,274	1,358
57. Vermont Ave/Wilshire Blvd	1,356	1,514	1,847	1,409	1,766	1,388	1,520	1,471
58. Alvarado St/Wilshire Blvd	1,240	1,428	1,350	1,185	1,434	1,119	1,286	1,364
59. Fairfax Ave/8th St	1,199	403	1,121	144	1,228	444	1,193	0
60. La Brea Ave/8th St	1,806	218	1,794	477	1,797	308	1,905	288
61. Highland Ave/8th St	997	156	1,000	96	1,036	190	916	105
62. Crenshaw Blvd/8th St	824	441	1,452	353	1,344	415	1,158	152
63. Western Ave/8th St	1,552	853	1,241	624	1,259	710	1,509	792
64. Vermont Ave/8th St	1,608	1,434	1,636	1,029	1,646	1,015	1,518	1,529
65. Alvarado St/8th St	1,190	1,079	1,199	801	1,243	823	1,159	1,044
66. Fairfax Ave/San Vicente Blvd	1,284	1,131	986	1,274	1,150	1,255	1,250	1,020
67. Fairfax Ave/Olympic Blvd	1,258	1,354	728	2,304	951	2,083	1,011	1,599
68. San Vicente Blvd/Olympic Blvd	1,203	1,526	987	2,055	1,149	1,741	1,513	1,368
69. La Brea Ave/Olympic Blvd	2,062	1,443	1,868	2,001	2,033	1,982	1,924	1,436
70. Highland Ave/Olympic Blvd	969	1,498	769	2,046	1,019	1,928	932	1,406
71. Crenshaw Blvd/Olympic Blvd	1,213	1,700	1,516	2,078	1,442	2,165	1,251	1,646
72. Western Ave/Olympic Blvd	1,559	1,756	1,196	1,979	1,248	2,081	1,412	1,750
73. Vermont Ave/Olympic Blvd	1,446	1,797	1,586	1,972	1,648	1,938	1,371	1,844
74. Alvarado St/Olympic Blvd	1,223	1,875	1,108	1,580	1,261	1,528	1,006	1,991
75. Comstock Ave/Wilshire Blvd	106	1,986	281	2,105	403	2,043	121	1,913

2020WP Alt 2 PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	911	416	0	0	1,358	2,382	2,203	1,674	4,472	4,472
2. S Beverly Glen Blvd/Sunset Blvd	773	468	180	147	1,747	1,508	1,729	2,305	4,429	4,428
3. N Beverly Glen Blvd/Sunset Blvd	285	280	567	1,145	2,017	1,442	1,375	1,378	4,244	4,245
4. Centinela Ave/Wilshire Blvd	172	47	45	99	1,356	1,721	1,595	1,302	3,168	3,169
5. Bundy Dr/Wilshire Blvd	1,304	725	702	1,202	1,352	1,661	1,643	1,416	5,001	5,003
6. Barrington Ave/Wilshire Blvd	443	560	538	408	1,535	1,812	1,813	1,547	4,328	4,327
7. Federal Ave/Wilshire Blvd	761	335	1,256	1,443	1,559	1,813	2,663	2,648	6,239	6,239
8. Sepulveda Blvd/Wilshire Blvd	1,064	747	562	989	2,327	2,682	2,911	2,444	6,864	6,862
9. Veteran Ave/Wilshire Blvd	1,301	538	1,100	976	2,710	4,191	3,227	2,632	8,338	8,337
10. Westwood Blvd/Wilshire Blvd	841	1,106	1,183	836	2,037	2,006	1,927	2,037	5,988	5,985
11. S Beverly Glen Blvd/Wilshire Blvd	1,120	1,040	680	815	2,298	1,827	1,608	2,024	5,706	5,706
12. Santa Monica Blvd/Wilshire Blvd	1,070	1,450	1,510	1,579	2,315	2,186	2,260	1,940	7,155	7,154
13. Centinela Ave/Santa Monica Blvd	470	457	442	410	1,224	975	1,013	1,309	3,150	3,151
14. Bundy Dr/Santa Monica Blvd	1,492	1,048	888	1,302	1,316	963	909	1,294	4,605	4,607
15. Barrington Ave/Santa Monica Blvd	722	806	721	735	1,403	1,145	1,171	1,332	4,017	4,017
16. Federal Ave/Santa Monica Blvd	334	529	567	483	1,357	1,151	1,211	1,305	3,468	3,469
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,419	1,285	0	1,775	1,575	1,996	2,063	5,057	5,057
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,252	0	0	2,079	2,244	1,826	1,577	2,168	6,073	6,073
19. Sepulveda Blvd/Santa Monica Blvd	1,311	1,177	1,005	1,153	1,720	1,620	1,611	1,696	5,646	5,646
20. Veteran Ave/Santa Monica Blvd	451	649	641	506	2,057	2,002	1,981	1,976	5,131	5,133
21. Westwood Blvd/Santa Monica Blvd	1,426	1,729	1,596	1,738	2,295	1,597	1,969	2,221	7,285	7,285
22. Overland Ave/Santa Monica Blvd	482	581	86	0	1,881	2,138	2,423	2,154	4,872	4,873
23. S Beverly Glen Blvd/Santa Monica Blvd	909	1,410	1,493	1,344	1,773	2,050	2,519	1,890	6,694	6,695
24. Century Park W/Santa Monica Blvd	776	351	0	0	1,872	2,513	2,228	2,012	4,876	4,876
25. Ave of the Stars/Santa Monica Blvd	1,367	708	0	12	2,023	2,228	1,914	2,356	5,304	5,305
26. Century Park E/Santa Monica Blvd	1,168	756	0	0	2,398	1,796	1,819	2,833	5,385	5,384
27. Bundy Dr/Olympic Blvd	1,785	1,358	1,011	1,926	2,202	1,688	1,957	1,983	6,954	6,955
28. Barrington Ave/Olympic Blvd	1,355	1,993	1,673	1,332	2,121	1,825	1,934	1,932	7,084	7,083
29. Sepulveda Blvd/Olympic Blvd	1,468	1,155	980	1,630	2,147	2,940	3,177	2,044	7,771	7,769
30. Veteran Ave/Olympic Blvd	293	462	535	374	1,916	3,023	3,050	1,933	5,793	5,792
31. Westwood Blvd/Olympic Blvd	1,146	1,480	1,667	1,289	1,971	3,148	3,248	2,116	8,033	8,034
32. Overland Ave/Olympic Blvd	693	871	557	522	2,165	3,273	3,515	2,264	6,931	6,930
33. S Beverly Glen Blvd/Olympic Blvd	655	1,166	1,408	872	2,185	3,157	3,195	2,248	7,444	7,443
34. Century Park W/Olympic Blvd	0	0	874	296	2,170	3,057	2,445	2,136	5,489	5,489
35. Century Park E/Olympic Blvd	852	982	963	971	2,939	2,917	2,927	2,813	7,681	7,683
36. Sepulveda Blvd/Pico Blvd	1,571	1,574	1,302	1,371	1,777	2,096	2,168	1,774	6,817	6,815
37. Veteran Ave/Pico Blvd	0	0	489	239	1,808	2,348	2,166	1,878	4,462	4,464
38. Westwood Blvd/Pico Blvd	945	1,489	1,314	1,179	1,832	2,223	2,521	1,722	6,613	6,613
39. Overland Ave/Pico Blvd	1,646	2,009	932	628	1,755	2,526	2,716	1,884	7,049	7,047
40. Fairfax Ave/3rd St	1,249	1,313	1,447	1,502	1,562	1,008	1,108	1,552	5,367	5,376
41. La Brea Ave/3rd St	2,019	1,848	1,868	1,931	853	1,251	1,239	948	5,978	5,978
42. Highland Ave/3rd St	1,251	1,633	1,651	1,375	935	1,232	1,262	860	5,100	5,101
43. Western Ave/3rd St	1,330	1,424	1,403	1,369	1,420	1,411	1,381	1,336	5,534	5,540
44. Vermont Ave/3rd St	1,818	1,549	1,707	2,013	1,418	1,488	1,391	1,285	6,335	6,335
45. Fairfax Ave/6th St	1,090	1,261	1,208	1,079	490	458	636	626	3,424	3,424
46. La Brea Ave/6th St	2,034	1,728	1,853	2,034	1,255	1,089	1,011	1,301	6,153	6,152
47. Highland Ave/6th St	1,359	1,507	1,588	1,346	1,300	1,012	980	1,362	5,228	5,227
48. Western Ave/6th St	1,350	1,395	1,438	1,384	1,232	1,389	1,392	1,246	5,413	5,414
49. Vermont Ave/6th St	1,906	2,345	1,425	1,886	1,330	1,513	1,543	460	6,205	6,205
50. Alvarado St/6th St	1,410	1,220	1,159	1,458	1,156	1,259	1,303	1,092	5,028	5,029
51. San Vicente Blvd/Wilshire Blvd	1,241	2,229	2,152	1,221	2,034	1,702	1,555	1,830	6,981	6,982
52. Fairfax Ave/Wilshire Blvd	1,429	1,732	1,782	1,603	2,164	1,218	1,184	2,007	6,560	6,561
53. La Brea Ave/Wilshire Blvd	1,822	1,805	1,659	2,019	1,625	1,218	1,301	1,366	6,407	6,408
54. Highland Ave/Wilshire Blvd	1,019	981	1,376	1,335	1,414	1,479	1,320	1,333	5,128	5,128
55. Crenshaw Blvd/Wilshire Blvd	1,327	880	0	0	1,601	1,665	1,341	1,725	4,270	4,271
56. Western Ave/Wilshire Blvd	1,628	1,274	1,144	1,573	867	1,358	1,468	921	5,107	5,125
57. Vermont Ave/Wilshire Blvd	1,847	1,520	1,356	1,766	1,409	1,471	1,514	1,388	6,125	6,145
58. Alvarado St/Wilshire Blvd	1,350	1,286	1,240	1,434	1,185	1,364	1,428	1,119	5,202	5,203
59. Fairfax Ave/8th St	1,121	1,193	1,199	1,228	144	0	403	444	2,866	2,865
60. La Brea Ave/8th St	1,794	1,905	1,806	1,797	477	288	218	308	4,295	4,297
61. Highland Ave/8th St	1,000	916	997	1,036	96	105	156	190	2,249	2,248
62. Crenshaw Blvd/8th St	1,452	1,158	824	1,344	353	152	441	415	3,071	3,070
63. Western Ave/8th St	1,241	1,509	1,552	1,259	624	792	853	710	4,270	4,270
64. Vermont Ave/8th St	1,636	1,518	1,608	1,646	1,029	1,529	1,434	1,015	5,707	5,708
65. Alvarado St/8th St	1,199	1,159	1,190	1,243	801	1,044	1,079	823	4,271	4,271
66. Fairfax Ave/San Vicente Blvd	986	1,250	1,284	1,150	1,274	1,020	1,131	1,255	4,674	4,676
67. Fairfax Ave/Olympic Blvd	728	1,011	1,258	951	2,304	1,599	1,354	2,083	5,644	5,644
68. San Vicente Blvd/Olympic Blvd	987	1,513	1,203	1,149	2,055	1,368	1,526	1,741	5,771	5,770
69. La Brea Ave/Olympic Blvd	1,868	1,924	2,062	2,033	2,001	1,436	1,443	1,982	7,374	7,375
70. Highland Ave/Olympic Blvd	769	932	969	1,019	2,046	1,406	1,498	1,928	5,282	5,284
71. Crenshaw Blvd/Olympic Blvd	1,516	1,251	1,213	1,442	2,078	1,646	1,700	2,165	6,507	6,505
72. Western Ave/Olympic Blvd	1,196	1,412	1,559	1,248	1,979	1,750	1,756	2,081	6,490	6,491
73. Vermont Ave/Olympic Blvd	1,586	1,371	1,446	1,648	1,972	1,844	1,797	1,938	6,801	6,800
74. Alvarado St/Olympic Blvd	1,108	1,006	1,223	1,261	1,580	1,991	1,875	1,528	5,786	5,786
75. Comstock Ave/Wilshire Blvd	281	121	106	403	2,105	1,913	1,986	2,043	4,478	4,480

YEAR 2020 WITH PROJECT ALTERNATIVE A-2 CONDITIONS

2008NP AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,234	872	1,614	0	1,345	1,305	1,069	3,720	3,719
2. S Beverly Glen Blvd/Sunset Blvd	0	2,337	227	666	0	799	681	1,750	3,230	3,230
3. N Beverly Glen Blvd/Sunset Blvd	1,116	1,332	799	0	294	616	2,337	0	3,247	3,247
4. Centinela Ave/Wilshire Blvd	0	1,243	147	1,016	0	1,096	189	1,121	2,406	2,406
5. Bundy Dr/Wilshire Blvd	643	1,384	918	1,014	755	1,116	922	1,166	3,959	3,959
6. Barrington Ave/Wilshire Blvd	594	1,479	520	1,364	493	1,390	466	1,608	3,957	3,957
7. Federal Ave/Wilshire Blvd	2,014	1,371	503	1,390	932	2,317	551	1,479	5,278	5,279
8. Sepulveda Blvd/Wilshire Blvd	1,436	2,085	585	2,490	415	2,638	1,224	2,320	6,596	6,597
9. Veteran Ave/Wilshire Blvd	1,326	1,619	530	3,710	1,093	3,154	840	2,098	7,185	7,185
10. Westwood Blvd/Wilshire Blvd	1,072	1,639	859	2,375	2,223	1,684	694	1,344	5,945	5,945
11. S Beverly Glen Blvd/Wilshire Blvd	588	1,909	752	1,846	620	1,352	976	2,148	5,095	5,096
12. Santa Monica Blvd/Wilshire Blvd	1,561	1,833	1,264	1,866	1,333	1,260	1,778	2,154	6,524	6,525
13. Centinela Ave/Santa Monica Blvd	189	840	336	862	147	674	234	1,172	2,227	2,227
14. Bundy Dr/Santa Monica Blvd	922	1,167	1,378	674	918	931	1,452	840	4,141	4,141
15. Barrington Ave/Santa Monica Blvd	670	1,358	649	1,080	742	1,000	773	1,241	3,757	3,756
16. Federal Ave/Santa Monica Blvd	531	1,399	302	1,000	447	1,184	244	1,358	3,232	3,233
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,017	1,816	0	1,907	0	1,977	527	2,236	4,740	4,740
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,753	1,013	1,977	1,119	1,808	0	1,816	4,743	4,743
19. Sepulveda Blvd/Santa Monica Blvd	1,239	1,538	1,063	1,808	957	1,876	1,061	1,753	5,648	5,647
20. Veteran Ave/Santa Monica Blvd	199	1,811	424	1,876	695	1,885	193	1,538	4,310	4,311
21. Westwood Blvd/Santa Monica Blvd	996	1,565	1,550	1,795	1,436	1,732	1,102	1,635	5,906	5,905
22. Overland Ave/Santa Monica Blvd	0	1,952	454	1,732	0	2,175	399	1,565	4,138	4,139
23. S Beverly Glen Blvd/Santa Monica Blvd	862	1,809	805	1,879	633	1,997	1,120	1,606	5,355	5,356
24. Century Park W/Santa Monica Blvd	0	1,624	628	1,808	0	1,952	573	1,536	4,060	4,061
25. Ave of the Stars/Santa Monica Blvd	0	1,331	672	1,952	0	1,597	733	1,624	3,955	3,954
26. Century Park E/Santa Monica Blvd	0	2,366	327	1,503	0	1,819	204	2,172	4,196	4,195
27. Bundy Dr/Olympic Blvd	1,100	1,549	1,527	1,213	1,392	1,167	1,103	1,726	5,389	5,388
28. Barrington Ave/Olympic Blvd	745	1,710	1,556	1,167	1,133	1,489	1,006	1,549	5,178	5,177
29. Sepulveda Blvd/Olympic Blvd	1,061	1,922	1,101	2,210	1,063	2,245	1,020	1,965	6,294	6,293
30. Veteran Ave/Olympic Blvd	193	2,062	300	2,245	424	2,190	265	1,922	4,800	4,801
31. Westwood Blvd/Olympic Blvd	944	1,876	1,231	2,175	1,329	2,032	1,067	1,798	6,226	6,226
32. Overland Ave/Olympic Blvd	399	1,921	588	2,032	454	2,186	424	1,876	4,940	4,940
33. S Beverly Glen Blvd/Olympic Blvd	773	1,780	1,319	2,054	1,395	2,261	632	1,639	5,926	5,927
34. Century Park W/Olympic Blvd	288	2,022	0	1,863	1,016	1,628	0	1,530	4,173	4,174
35. Century Park E/Olympic Blvd	78	2,503	1,102	1,944	1,023	1,413	395	2,796	5,627	5,627
36. Sepulveda Blvd/Pico Blvd	1,212	1,322	1,514	1,003	1,321	1,542	973	1,216	5,051	5,052
37. Veteran Ave/Pico Blvd	72	1,365	0	1,542	80	1,578	0	1,322	2,979	2,980
38. Westwood Blvd/Pico Blvd	793	1,616	1,427	1,366	1,216	1,808	657	1,522	5,202	5,203
39. Overland Ave/Pico Blvd	424	1,966	1,395	1,808	588	2,359	1,029	1,616	5,593	5,592
40. Fairfax Ave/3rd St	1,195	1,459	884	624	866	897	1,087	1,310	4,162	4,160
41. La Brea Ave/3rd St	1,689	1,191	1,581	966	1,438	985	1,923	1,081	5,427	5,427
42. Highland Ave/3rd St	1,433	1,062	1,429	898	1,207	938	1,632	1,046	4,822	4,823
43. Western Ave/3rd St	1,081	1,154	1,013	990	806	977	1,217	1,238	4,238	4,238
44. Vermont Ave/3rd St	1,890	1,225	1,234	1,576	1,257	1,688	1,785	1,195	5,925	5,925
45. Fairfax Ave/6th St	1,087	753	748	423	884	277	1,257	594	3,011	3,012
46. La Brea Ave/6th St	1,923	910	1,479	671	1,581	548	1,746	1,108	4,983	4,983
47. Highland Ave/6th St	1,632	967	1,289	548	1,429	742	1,356	910	4,436	4,437
48. Western Ave/6th St	1,214	925	1,001	1,121	709	1,003	1,379	1,171	4,261	4,262
49. Vermont Ave/6th St	1,948	896	1,649	1,109	1,297	1,041	2,110	1,154	5,602	5,602
50. Alvarado St/6th St	1,108	880	871	1,176	717	1,201	1,324	794	4,035	4,036
51. San Vicente Blvd/Wilshire Blvd	879	1,999	1,295	797	1,171	1,121	580	2,098	4,970	4,970
52. Fairfax Ave/Wilshire Blvd	1,257	1,744	1,004	1,308	748	1,194	1,413	1,958	5,313	5,313
53. La Brea Ave/Wilshire Blvd	1,746	1,610	1,778	1,142	1,479	1,279	1,897	1,622	6,276	6,277
54. Highland Ave/Wilshire Blvd	1,356	1,631	761	1,279	1,289	1,303	827	1,610	5,027	5,029
55. Crenshaw Blvd/Wilshire Blvd	0	2,355	1,147	1,249	0	2,036	1,187	1,528	4,751	4,751
56. Western Ave/Wilshire Blvd	1,379	1,564	1,142	1,579	1,001	1,535	1,347	1,780	5,664	5,663
57. Vermont Ave/Wilshire Blvd	2,110	1,432	1,256	1,466	1,649	1,518	1,538	1,559	6,264	6,264
58. Alvarado St/Wilshire Blvd	1,324	797	1,015	1,310	871	1,230	1,399	946	4,446	4,446
59. Fairfax Ave/8th St	1,413	521	646	46	1,004	817	806	0	2,626	2,627
60. La Brea Ave/8th St	1,897	460	1,774	74	1,778	94	1,858	476	4,205	4,206
61. Highland Ave/8th St	827	657	944	94	761	495	805	460	2,522	2,521
62. Crenshaw Blvd/8th St	1,187	465	1,138	122	1,147	304	1,239	222	2,912	2,912
63. Western Ave/8th St	1,279	705	944	534	1,134	644	1,060	624	3,462	3,462
64. Vermont Ave/8th St	1,327	899	1,237	1,138	1,248	1,094	1,347	913	4,601	4,602
65. Alvarado St/8th St	1,263	484	931	828	936	867	1,231	472	3,506	3,506
66. Fairfax Ave/San Vicente Blvd	1,142	1,794	1,270	1,085	1,312	1,043	1,185	1,752	5,291	5,292
67. Fairfax Ave/Olympic Blvd	1,185	2,182	670	1,920	1,270	1,563	705	2,420	5,957	5,958
68. San Vicente Blvd/Olympic Blvd	1,043	2,256	1,722	1,563	1,794	1,496	1,111	2,182	6,584	6,583
69. La Brea Ave/Olympic Blvd	1,858	1,761	1,990	1,506	1,774	1,510	1,717	2,114	7,115	7,115
70. Highland Ave/Olympic Blvd	764	1,777	803	1,510	881	1,508	704	1,761	4,854	4,854
71. Crenshaw Blvd/Olympic Blvd	1,239	1,731	1,069	1,738	1,138	1,547	1,105	1,988	5,777	5,778
72. Western Ave/Olympic Blvd	1,337	1,649	1,048	1,542	1,134	1,512	1,186	1,743	5,576	5,575
73. Vermont Ave/Olympic Blvd	1,395	1,806	1,342	1,759	1,353	1,857	1,428	1,665	6,302	6,303
74. Alvarado St/Olympic Blvd	1,235	1,180	757	1,496	853	1,557	841	1,417	4,668	4,668
75. Comstock Ave/Wilshire Blvd	352	2,134	0	1,352	389	1,540	0	1,909	3,838	3,838

2020WP Alt 3 AM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,402	938	1,754	0	1,389	1,473	1,231	4,094	4,093
2. S Beverly Glen Blvd/Sunset Blvd	0	2,667	229	795	0	916	757	2,018	3,691	3,691
3. N Beverly Glen Blvd/Sunset Blvd	1,299	1,482	916	0	297	734	2,667	0	3,697	3,698
4. Centinela Ave/Wilshire Blvd	0	1,434	134	1,115	0	1,184	222	1,277	2,683	2,683
5. Bundy Dr/Wilshire Blvd	786	1524	1016	1082	813	1199	1056	1341	4,408	4,409
6. Barrington Ave/Wilshire Blvd	686	1,643	572	1,441	513	1,540	515	1,775	4,342	4,343
7. Federal Ave/Wilshire Blvd	2,154	1,523	592	1,540	1,132	2,443	590	1,643	5,809	5,808
8. Sepulveda Blvd/Wilshire Blvd	1,479	2,304	696	2,621	430	2,848	1,309	2,513	7,100	7,100
9. Veteran Ave/Wilshire Blvd	1,486	1,808	572	4,082	1,204	3,400	944	2,398	7,948	7,946
10. Westwood Blvd/Wilshire Blvd	1,135	1,917	982	2,642	2,512	1,789	741	1,630	6,676	6,672
11. S Beverly Glen Blvd/Wilshire Blvd	741	2,242	818	2,054	679	1,536	1,112	2,529	5,855	5,856
12. Santa Monica Blvd/Wilshire Blvd	1,805	2,077	1,413	2,061	1,463	1,489	1,999	2,406	7,356	7,357
13. Centinela Ave/Santa Monica Blvd	222	949	349	1,014	134	804	291	1,304	2,534	2,533
14. Bundy Dr/Santa Monica Blvd	1,056	1,310	1,580	804	1,016	1,118	1,669	949	4,750	4,752
15. Barrington Ave/Santa Monica Blvd	738	1,474	679	1,279	822	1,132	832	1,383	4,170	4,169
16. Federal Ave/Santa Monica Blvd	601	1,504	342	1,132	477	1,307	321	1,474	3,579	3,579
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,066	1,930	0	2,050	0	2,200	379	2,466	5,046	5,045
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,857	1,103	2,200	1,268	1,963	0	1,930	5,160	5,161
19. Sepulveda Blvd/Santa Monica Blvd	1,420	1,715	1,221	1,963	1,197	2,013	1,251	1,857	6,319	6,318
20. Veteran Ave/Santa Monica Blvd	250	1,987	525	2,013	771	2,024	264	1,715	4,775	4,774
21. Westwood Blvd/Santa Monica Blvd	1,130	1,807	1,768	1,995	1,644	1,928	1,308	1,819	6,700	6,699
22. Overland Ave/Santa Monica Blvd	0	2,207	574	1,928	0	2,468	435	1,807	4,709	4,710
23. S Beverly Glen Blvd/Santa Monica Blvd	992	2,020	914	2,107	737	2,267	1,251	1,778	6,033	6,033
24. Century Park W/Santa Monica Blvd	0	1,831	739	2,073	0	2,255	670	1,717	4,643	4,642
25. Ave of the Stars/Santa Monica Blvd	0	1,523	812	2,255	0	1,932	827	1,831	4,590	4,590
26. Century Park E/Santa Monica Blvd	0	2,657	358	1,762	0	2,031	282	2,464	4,777	4,777
27. Bundy Dr/Olympic Blvd	1,270	1,806	1,641	1,388	1,540	1,339	1,275	1,952	6,105	6,106
28. Barrington Ave/Olympic Blvd	814	1,929	1,754	1,339	1,227	1,638	1,165	1,806	5,836	5,836
29. Sepulveda Blvd/Olympic Blvd	1,251	2,126	1,197	2,453	1,221	2,409	1,124	2,274	7,027	7,028
30. Veteran Ave/Olympic Blvd	264	2,289	406	2,409	525	2,345	372	2,126	5,368	5,368
31. Westwood Blvd/Olympic Blvd	1,124	2,092	1,460	2,363	1,575	2,225	1,251	1,988	7,039	7,039
32. Overland Ave/Olympic Blvd	435	2,192	755	2,225	574	2,416	525	2,092	5,607	5,607
33. S Beverly Glen Blvd/Olympic Blvd	858	2,072	1,443	2,270	1,556	2,504	702	1,881	6,643	6,643
34. Century Park W/Olympic Blvd	376	2,352	0	2,067	1,156	1,846	0	1,793	4,795	4,795
35. Century Park E/Olympic Blvd	123	2,921	1,272	2,235	1,135	1,696	486	3,233	6,551	6,550
36. Sepulveda Blvd/Pico Blvd	1,369	1,623	1,688	1,142	1,438	1,843	1,150	1,391	5,822	5,822
37. Veteran Ave/Pico Blvd	126	1,606	0	1,843	165	1,787	0	1,623	3,575	3,575
38. Westwood Blvd/Pico Blvd	958	1,892	1,712	1,604	1,444	2,174	804	1,744	6,166	6,166
39. Overland Ave/Pico Blvd	525	2,238	1,638	2,174	755	2,730	1,197	1,892	6,575	6,574
40. Fairfax Ave/3rd St	1,372	1,668	973	782	991	996	1,250	1,569	4,795	4,806
41. La Brea Ave/3rd St	1,996	1,349	1,763	1,135	1,600	1,132	2,277	1,233	6,243	6,242
42. Highland Ave/3rd St	1,582	1,222	1,564	1,049	1,337	1,069	1,834	1,176	5,417	5,416
43. Western Ave/3rd St	1,315	1,323	1,213	1,169	936	1,140	1,527	1,423	5,020	5,026
44. Vermont Ave/3rd St	2,192	1,360	1,428	1,759	1,422	1,954	2,069	1,293	6,739	6,738
45. Fairfax Ave/6th St	1,250	904	844	491	984	345	1,459	701	3,489	3,489
46. La Brea Ave/6th St	2,277	1,074	1,638	793	1,763	681	2,015	1,322	5,782	5,781
47. Highland Ave/6th St	1,834	1,095	1,449	681	1,564	908	1,514	1,074	5,059	5,060
48. Western Ave/6th St	1,529	1,107	1,150	1,335	846	1,216	1,674	1,385	5,121	5,121
49. Vermont Ave/6th St	2,247	1,002	1,836	1,266	1,479	1,211	2,377	1,284	6,351	6,351
50. Alvarado St/6th St	1,334	977	1,044	1,351	836	1,387	1,639	845	4,706	4,707
51. San Vicente Blvd/Wilshire Blvd	1,073	2,172	1,635	941	1,338	1,260	836	2,387	5,821	5,821
52. Fairfax Ave/Wilshire Blvd	1,459	1,829	1,100	1,300	844	1,240	1,561	2,042	5,688	5,687
53. La Brea Ave/Wilshire Blvd	2,015	1,633	1,928	1,197	1,638	1,282	2,238	1,614	6,773	6,772
54. Highland Ave/Wilshire Blvd	1,514	1,628	896	1,282	1,449	1,318	920	1,633	5,320	5,320
55. Crenshaw Blvd/Wilshire Blvd	0	2,337	1,328	1,255	0	2,008	1,401	1,510	4,920	4,919
56. Western Ave/Wilshire Blvd	1,674	1,522	1,259	1,663	1,150	1,561	1,657	1,767	6,118	6,135
57. Vermont Ave/Wilshire Blvd	2,377	1,447	1,472	1,454	1,836	1,587	1,815	1,533	6,750	6,771
58. Alvarado St/Wilshire Blvd	1,639	860	1,223	1,566	1,044	1,449	1,749	1,046	5,288	5,288
59. Fairfax Ave/8th St	1,561	588	769	94	1,100	974	939	0	3,012	3,013
60. La Brea Ave/8th St	2,238	533	1,951	122	1,928	167	2,158	591	4,844	4,844
61. Highland Ave/8th St	920	761	1,032	167	896	587	864	533	2,880	2,880
62. Crenshaw Blvd/8th St	1,401	581	1,264	182	1,328	413	1,453	235	3,428	3,429
63. Western Ave/8th St	1,573	784	1,108	610	1,251	778	1,317	729	4,075	4,075
64. Vermont Ave/8th St	1,547	1,019	1,390	1,416	1,403	1,340	1,586	1,042	5,372	5,371
65. Alvarado St/8th St	1,565	607	1,073	1,019	1,114	1,117	1,471	563	4,264	4,265
66. Fairfax Ave/San Vicente Blvd	1,302	2,063	1,470	1,358	1,509	1,277	1,382	2,024	6,193	6,192
67. Fairfax Ave/Olympic Blvd	1,382	2,475	745	2,271	1,470	1,856	780	2,766	6,873	6,872
68. San Vicente Blvd/Olympic Blvd	1,277	2,625	1,915	1,856	2,063	1,726	1,410	2,475	7,673	7,674
69. La Brea Ave/Olympic Blvd	2,158	1,970	2,203	1,784	1,951	1,754	2,030	2,380	8,115	8,115
70. Highland Ave/Olympic Blvd	813	1,982	882	1,754	955	1,754	754	1,970	5,431	5,433
71. Crenshaw Blvd/Olympic Blvd	1,453	1,960	1,179	1,998	1,264	1,808	1,302	2,214	6,590	6,588
72. Western Ave/Olympic Blvd	1,590	1,882	1,170	1,863	1,280	1,824	1,408	1,993	6,505	6,505
73. Vermont Ave/Olympic Blvd	1,580	2,048	1,482	2,084	1,498	2,191	1,624	1,881	7,194	7,194
74. Alvarado St/Olympic Blvd	1,526	1,324	912	1,732	996	1,854	1,032	1,612	5,494	5,494
75. Comstock Ave/Wilshire Blvd	402	2,489	0	1,536	421	1,763	0	2,242	4,427	4,426

AM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	168	66	140	0	44	168	162
2. S Beverly Glen Blvd/Sunset Blvd	0	330	2	129	0	117	76	268
3. N Beverly Glen Blvd/Sunset Blvd	183	150	117	0	3	118	330	0
4. Centinela Ave/Wilshire Blvd	0	191	-13	99	0	88	33	156
5. Bundy Dr/Wilshire Blvd	143	140	98	68	58	83	134	175
6. Barrington Ave/Wilshire Blvd	92	164	52	77	20	150	49	167
7. Federal Ave/Wilshire Blvd	140	152	89	150	200	126	39	164
8. Sepulveda Blvd/Wilshire Blvd	43	219	111	131	15	210	85	193
9. Veteran Ave/Wilshire Blvd	160	189	42	372	111	246	104	300
x 10. Westwood Blvd/Wilshire Blvd	63	278	123	267	289	105	47	286
11. S Beverly Glen Blvd/Wilshire Blvd	153	333	66	208	59	184	136	381
12. Santa Monica Blvd/Wilshire Blvd	244	244	149	195	130	229	221	252
13. Centinela Ave/Santa Monica Blvd	33	109	13	152	-13	130	57	132
14. Bundy Dr/Santa Monica Blvd	134	143	202	130	98	187	217	109
15. Barrington Ave/Santa Monica Blvd	68	116	30	199	80	132	59	142
16. Federal Ave/Santa Monica Blvd	70	105	40	132	30	123	77	116
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	49	114	0	143	0	223	-148	230
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	104	90	223	149	155	0	114
19. Sepulveda Blvd/Santa Monica Blvd	181	177	158	155	240	137	190	104
20. Veteran Ave/Santa Monica Blvd	51	176	101	137	76	139	71	177
21. Westwood Blvd/Santa Monica Blvd	134	242	218	200	208	196	206	184
22. Overland Ave/Santa Monica Blvd	0	255	120	196	0	293	36	242
23. S Beverly Glen Blvd/Santa Monica Blvd	130	211	109	228	104	270	131	172
24. Century Park W/Santa Monica Blvd	0	207	111	265	0	303	97	181
25. Ave of the Stars/Santa Monica Blvd	0	192	140	303	0	335	94	207
26. Century Park E/Santa Monica Blvd	0	291	31	259	0	212	78	292
27. Bundy Dr/Olympic Blvd	170	257	114	175	148	172	172	226
28. Barrington Ave/Olympic Blvd	69	219	198	172	94	149	159	257
29. Sepulveda Blvd/Olympic Blvd	190	204	96	243	158	164	104	309
30. Veteran Ave/Olympic Blvd	71	227	106	164	101	155	107	204
31. Westwood Blvd/Olympic Blvd	180	216	229	188	246	193	184	190
32. Overland Ave/Olympic Blvd	36	271	167	193	120	230	101	216
33. S Beverly Glen Blvd/Olympic Blvd	85	292	124	216	161	243	70	242
34. Century Park W/Olympic Blvd	88	330	0	204	140	218	0	263
35. Century Park E/Olympic Blvd	45	418	170	291	112	283	91	437
36. Sepulveda Blvd/Pico Blvd	157	301	174	139	117	301	177	175
37. Veteran Ave/Pico Blvd	54	241	0	301	85	209	0	301
38. Westwood Blvd/Pico Blvd	165	276	285	238	228	366	147	222
39. Overland Ave/Pico Blvd	101	272	243	366	167	371	168	276
40. Fairfax Ave/3rd St	177	209	89	158	125	99	163	259
41. La Brea Ave/3rd St	307	158	182	169	162	147	354	152
42. Highland Ave/3rd St	149	160	135	151	130	131	202	130
43. Western Ave/3rd St	234	169	200	179	130	163	310	185
44. Vermont Ave/3rd St	302	135	194	183	165	266	284	98
45. Fairfax Ave/6th St	163	151	96	68	100	68	202	107
46. La Brea Ave/6th St	354	164	159	122	182	133	269	214
47. Highland Ave/6th St	202	128	160	133	135	166	158	164
48. Western Ave/6th St	315	182	149	214	137	213	295	214
49. Vermont Ave/6th St	299	106	187	157	182	170	267	130
50. Alvarado St/6th St	226	97	173	175	119	186	315	51
51. San Vicente Blvd/Wilshire Blvd	194	173	340	144	167	139	256	289
52. Fairfax Ave/Wilshire Blvd	202	85	96	-8	96	46	148	84
53. La Brea Ave/Wilshire Blvd	269	23	150	55	159	3	341	-8
54. Highland Ave/Wilshire Blvd	158	-3	135	3	160	15	93	23
55. Crenshaw Blvd/Wilshire Blvd	0	-18	181	6	0	-28	214	-18
56. Western Ave/Wilshire Blvd	295	-42	117	84	149	26	310	-13
57. Vermont Ave/Wilshire Blvd	267	15	216	-12	187	69	277	-26
58. Alvarado St/Wilshire Blvd	315	63	208	256	173	219	350	100
59. Fairfax Ave/8th St	148	67	123	48	96	157	133	0
60. La Brea Ave/8th St	341	73	177	48	150	73	300	115
61. Highland Ave/8th St	93	104	88	73	135	92	59	73
62. Crenshaw Blvd/8th St	214	116	126	60	181	109	214	13
63. Western Ave/8th St	294	79	164	76	117	134	257	105
64. Vermont Ave/8th St	220	120	153	278	155	246	239	129
65. Alvarado St/8th St	302	123	142	191	178	250	240	91
66. Fairfax Ave/San Vicente Blvd	160	269	200	273	197	234	197	272
67. Fairfax Ave/Olympic Blvd	197	293	75	351	200	293	75	346
68. San Vicente Blvd/Olympic Blvd	234	369	193	293	269	230	299	293
69. La Brea Ave/Olympic Blvd	300	209	213	278	177	244	313	266
70. Highland Ave/Olympic Blvd	49	205	79	244	74	246	50	209
71. Crenshaw Blvd/Olympic Blvd	214	229	110	260	126	261	197	226
72. Western Ave/Olympic Blvd	253	233	122	321	146	312	222	250
73. Vermont Ave/Olympic Blvd	185	242	140	325	145	334	196	216
74. Alvarado St/Olympic Blvd	291	144	155	236	143	297	191	195
75. Comstock Ave/Wilshire Blvd	50	355	0	184	32	223	0	333

AM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE 1

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	168	66	140	0	44	168	162
2. S Beverly Glen Blvd/Sunset Blvd	0	330	2	129	0	117	76	268
3. N Beverly Glen Blvd/Sunset Blvd	183	150	117	0	3	118	330	0
4. Centinela Ave/Wilshire Blvd	0	191	-13	99	0	88	33	156
5. Bundy Dr/Wilshire Blvd	143	140	98	68	58	83	134	175
6. Barrington Ave/Wilshire Blvd	92	164	52	77	20	150	49	167
7. Federal Ave/Wilshire Blvd	140	152	89	150	200	126	39	164
8. Sepulveda Blvd/Wilshire Blvd	43	219	111	131	15	210	85	193
9. Veteran Ave/Wilshire Blvd	160	189	42	372	111	246	104	300
10. Westwood Blvd/Wilshire Blvd	63	278	123	267	289	105	47	286
11. S Beverly Glen Blvd/Wilshire Blvd	153	333	66	208	59	184	136	381
12. Santa Monica Blvd/Wilshire Blvd	244	244	149	195	130	229	221	252
13. Centinela Ave/Santa Monica Blvd	33	109	13	152	-13	130	57	132
14. Bundy Dr/Santa Monica Blvd	134	143	202	130	98	187	217	109
15. Barrington Ave/Santa Monica Blvd	68	116	30	199	80	132	59	142
16. Federal Ave/Santa Monica Blvd	70	105	40	132	30	123	77	116
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	49	114	0	143	0	223	-148	230
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	104	90	223	149	155	0	114
19. Sepulveda Blvd/Santa Monica Blvd	181	177	158	155	240	137	190	104
20. Veteran Ave/Santa Monica Blvd	51	176	101	137	76	139	71	177
21. Westwood Blvd/Santa Monica Blvd	134	242	218	200	208	196	206	184
22. Overland Ave/Santa Monica Blvd	0	255	120	196	0	293	36	242
23. S Beverly Glen Blvd/Santa Monica Blvd	130	211	109	228	104	270	131	172
24. Century Park W/Santa Monica Blvd	0	207	111	265	0	303	97	181
25. Ave of the Stars/Santa Monica Blvd	0	192	140	303	0	335	94	207
26. Century Park E/Santa Monica Blvd	0	291	31	259	0	212	78	292
27. Bundy Dr/Olympic Blvd	170	257	114	175	148	172	172	226
28. Barrington Ave/Olympic Blvd	69	219	198	172	94	149	159	257
29. Sepulveda Blvd/Olympic Blvd	190	204	96	243	158	164	104	309
30. Veteran Ave/Olympic Blvd	71	227	106	164	101	155	107	204
31. Westwood Blvd/Olympic Blvd	180	216	229	188	246	193	184	190
32. Overland Ave/Olympic Blvd	36	271	167	193	120	230	101	216
33. S Beverly Glen Blvd/Olympic Blvd	85	292	124	216	161	243	70	242
34. Century Park W/Olympic Blvd	88	330	0	204	140	218	0	263
35. Century Park E/Olympic Blvd	45	418	170	291	112	283	91	437
36. Sepulveda Blvd/Pico Blvd	157	301	174	139	117	301	177	175
37. Veteran Ave/Pico Blvd	54	241	0	301	85	209	0	301
38. Westwood Blvd/Pico Blvd	165	276	285	238	228	366	147	222
39. Overland Ave/Pico Blvd	101	272	243	366	167	371	168	276
40. Fairfax Ave/3rd St	177	209	89	158	125	99	163	259
41. La Brea Ave/3rd St	307	158	182	169	162	147	354	152
42. Highland Ave/3rd St	149	160	135	151	130	131	202	130
43. Western Ave/3rd St	234	169	200	179	130	163	310	185
44. Vermont Ave/3rd St	302	135	194	183	165	266	284	98
45. Fairfax Ave/6th St	163	151	96	68	100	68	202	107
46. La Brea Ave/6th St	354	164	159	122	182	133	269	214
47. Highland Ave/6th St	202	128	160	133	135	166	158	164
48. Western Ave/6th St	315	182	149	214	137	213	295	214
49. Vermont Ave/6th St	299	106	187	157	182	170	267	130
50. Alvarado St/6th St	226	97	173	175	119	186	315	51
51. San Vicente Blvd/Wilshire Blvd	194	173	340	144	167	139	256	289
52. Fairfax Ave/Wilshire Blvd	202	85	96	-8	96	46	148	84
53. La Brea Ave/Wilshire Blvd	269	23	150	55	159	3	341	-8
54. Highland Ave/Wilshire Blvd	158	-3	135	3	160	15	93	23
55. Crenshaw Blvd/Wilshire Blvd	0	-18	181	6	0	-28	214	-18
56. Western Ave/Wilshire Blvd	295	-42	117	84	149	26	310	-13
57. Vermont Ave/Wilshire Blvd	267	15	216	-12	187	69	277	-26
58. Alvarado St/Wilshire Blvd	315	63	208	256	173	219	350	100
59. Fairfax Ave/8th St	148	67	123	48	96	157	133	0
60. La Brea Ave/8th St	341	73	177	48	150	73	300	115
61. Highland Ave/8th St	93	104	88	73	135	92	59	73
62. Crenshaw Blvd/8th St	214	116	126	60	181	109	214	13
63. Western Ave/8th St	294	79	164	76	117	134	257	105
64. Vermont Ave/8th St	220	120	153	278	155	246	239	129
65. Alvarado St/8th St	302	123	142	191	178	250	240	91
66. Fairfax Ave/San Vicente Blvd	160	269	200	273	197	234	197	272
67. Fairfax Ave/Olympic Blvd	197	293	75	351	200	293	75	346
68. San Vicente Blvd/Olympic Blvd	234	369	193	293	269	230	299	293
69. La Brea Ave/Olympic Blvd	300	209	213	278	177	244	313	266
70. Highland Ave/Olympic Blvd	49	205	79	244	74	246	50	209
71. Crenshaw Blvd/Olympic Blvd	214	229	110	260	126	261	197	226
72. Western Ave/Olympic Blvd	253	233	122	321	146	312	222	250
73. Vermont Ave/Olympic Blvd	185	242	140	325	145	334	196	216
74. Alvarado St/Olympic Blvd	291	144	155	236	143	297	191	195
75. Comstock Ave/Wilshire Blvd	50	355	0	184	32	223	0	333

INTERSECTION	AM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	62	0	451	0	1993	188	0	0	0	335	1114	0
2. S Beverly Glen Blvd/Sunset Blvd	118	78	291	9	828	100	79	83	8	433	1566	91
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	324	874	0	118	0	917	0	1166	28
4. Centinela Ave/Wilshire Blvd	114	7	46	15	969	26	8	4	8	50	1451	26
5. Bundy Dr/Wilshire Blvd	196	564	88	89	1096	85	96	541	73	121	1292	91
6. Barrington Ave/Wilshire Blvd	111	366	134	51	1060	29	183	410	65	51	1519	69
7. Federal Ave/Wilshire Blvd	102	224	165	32	1683	57	1298	240	28	80	1577	923
8. Sepulveda Blvd/Wilshire Blvd	158	243	266	72	2766	135	282	644	286	111	2570	63
9. Veteran Ave/Wilshire Blvd	223	628	152	532	3691	173	116	121	207	69	2427	41
10. Westwood Blvd/Wilshire Blvd	136	606	118	431	2001	166	62	275	156	135	1909	94
11. S Beverly Glen Blvd/Wilshire Blvd	107	460	119	100	1807	380	81	585	77	97	1807	38
12. Santa Monica Blvd/Wilshire Blvd	0	716	52	583	1520	44	0	1420	581	178	1742	29
13. Centinela Ave/Santa Monica Blvd	92	320	52	18	679	48	43	243	21	54	981	41
14. Bundy Dr/Santa Monica Blvd	86	849	59	32	616	90	63	874	25	0	1047	69
15. Barrington Ave/Santa Monica Blvd	110	548	90	33	979	82	86	492	46	63	1062	71
16. Federal Ave/Santa Monica Blvd	36	154	51	45	1056	25	130	162	37	27	1143	112
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1078	496	649	286	226	655	1429	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	845	401	678	433	1280	0	0	0	0	0	1246	314
19. Sepulveda Blvd/Santa Monica Blvd	140	616	157	117	1512	268	145	377	59	136	1341	85
20. Veteran Ave/Santa Monica Blvd	56	334	25	63	1803	41	112	166	55	55	1503	65
21. Westwood Blvd/Santa Monica Blvd	122	1006	62	128	1801	80	192	546	82	240	1356	166
22. Overland Ave/Santa Monica Blvd	130	0	195	0	1780	0	0	149	0	252	1650	0
23. S Beverly Glen Blvd/Santa Monica Blvd	159	622	204	74	1619	107	538	1037	101	100	1133	129
24. Century Park W/Santa Monica Blvd	77	0	107	0	2141	297	0	0	0	184	1270	0
25. Ave of the Stars/Santa Monica Blvd	183	0	310	6	1568	676	0	0	0	469	1264	0
26. Century Park E/Santa Monica Blvd	157	0	242	0	1311	564	0	0	0	951	1576	0
27. Bundy Dr/Olympic Blvd	353	1264	224	153	1187	107	306	1010	125	256	1523	213
28. Barrington Ave/Olympic Blvd	473	900	196	57	1321	70	359	498	69	83	1419	227
29. Sepulveda Blvd/Olympic Blvd	148	946	219	55	1809	53	63	429	105	95	2011	123
30. Veteran Ave/Olympic Blvd	43	311	43	25	1899	11	81	148	28	23	2045	27
31. Westwood Blvd/Olympic Blvd	66	839	133	52	1967	42	134	419	101	68	1981	147
32. Overland Ave/Olympic Blvd	86	236	254	8	2307	53	74	244	29	135	2048	22
33. S Beverly Glen Blvd/Olympic Blvd	93	696	196	130	2712	70	337	663	227	9	2162	98
34. Century Park W/Olympic Blvd	0	0	0	861	2691	0	87	0	76	0	1874	136
35. Century Park E/Olympic Blvd	351	353	68	0	1711	77	454	485	470	0	2503	156
36. Sepulveda Blvd/Pico Blvd	321	1152	169	89	1630	88	57	435	117	103	1197	67
37. Veteran Ave/Pico Blvd	0	0	0	139	1729	0	46	0	53	0	1393	81
38. Westwood Blvd/Pico Blvd	99	746	117	190	1429	32	118	377	64	62	1411	171
39. Overland Ave/Pico Blvd	191	481	1001	86	1456	135	34	484	14	363	1322	16
40. Fairfax Ave/3rd St	58	726	128	97	562	30	157	1069	99	255	1349	142
41. La Brea Ave/3rd St	102	1304	68	87	898	96	101	1565	122	133	1295	50
42. Highland Ave/3rd St	0	1062	62	128	935	11	0	1312	119	84	1281	39
43. Western Ave/3rd St	75	888	73	92	1051	41	110	1003	122	93	1042	57
44. Vermont Ave/3rd St	59	1163	64	161	1053	84	87	1117	232	132	958	82
45. Fairfax Ave/6th St	8	601	55	17	243	11	31	1191	82	175	431	92
46. La Brea Ave/6th St	60	1371	42	3	581	132	110	1528	125	3	1052	69
47. Highland Ave/6th St	0	1076	57	7	649	21	0	1309	107	3	1052	45
48. Western Ave/6th St	0	916	53	0	832	60	0	1027	101	0	901	58
49. Vermont Ave/6th St	48	1194	115	70	1038	86	109	1051	156	88	954	89
50. Alvarado St/6th St	0	840	71	73	988	85	0	1099	183	52	581	60
51. San Vicente Blvd/Wilshire Blvd	332	1244	15	54	1086	132	189	959	188	6	1338	200
52. Fairfax Ave/Wilshire Blvd	254	889	77	78	692	48	145	1335	213	101	1421	73
53. La Brea Ave/Wilshire Blvd	136	1201	85	118	912	84	108	1270	214	146	1402	78
54. Highland Ave/Wilshire Blvd	0	912	70	151	947	11	77	716	352	104	1366	105
55. Crenshaw Blvd/Wilshire Blvd	716	0	398	0	1010	327	0	0	0	365	1361	0
56. Western Ave/Wilshire Blvd	79	768	97	62	948	33	120	836	85	72	1138	43
57. Vermont Ave/Wilshire Blvd	136	1137	108	84	1212	125	107	996	147	126	1246	71
58. Alvarado St/Wilshire Blvd	0	791	103	68	1070	34	0	976	227	86	792	57
59. Fairfax Ave/8th St	0	898	150	0	13	5	67	1006	0	181	0	239
60. La Brea Ave/8th St	92	1343	26	40	59	58	9	1440	78	50	122	24
61. Highland Ave/8th St	12	1018	16	11	2	9	22	776	58	2	5	21
62. Crenshaw Blvd/8th St	49	954	141	0	124	70	26	603	7	243	148	106
63. Western Ave/8th St	33	928	22	49	535	42	58	1026	33	65	442	33
64. Vermont Ave/8th St	115	1379	26	0	600	49	40	1084	54	0	522	52
65. Alvarado St/8th St	0	907	62	0	630	34	0	833	68	0	499	43
66. Fairfax Ave/San Vicente Blvd	0	849	2	74	640	40	81	1043	68	0	1513	124
67. Fairfax Ave/Olympic Blvd	56	778	23	74	1237	21	0	725	308	39	1597	2
68. San Vicente Blvd/Olympic Blvd	189	1101	0	0	1122	154	0	760	5	0	1625	503
69. La Brea Ave/Olympic Blvd	118	1332	27	54	1084	57	120	1370	181	80	1396	81
70. Highland Ave/Olympic Blvd	0	731	16	7	1094	141	63	648	88	70	1528	64
71. Crenshaw Blvd/Olympic Blvd	150	984	77	61	1162	37	56	836	127	141	2191	88
72. Western Ave/Olympic Blvd	127	843	57	63	1569	32	119	882	159	63	1394	88
73. Vermont Ave/Olympic Blvd	108	1186	58	92	1312	63	82	979	111	71	1304	65
74. Alvarado St/Olympic Blvd	62	756	44	108	1363	39	111	640	245	36	922	38
75. Comstock Ave/Wilshire Blvd	26	41	59	23	2030	53	130	100	12	63	2033	130

AM LINK VOLUMES - AUTOS

APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	1,449	513	2,182	0	2,444	523	1,176
169	2,090	487	937	179	1,197	616	1,691
1,034	1,194	0	1,198	352	992	0	2,083
20	1,527	168	1,011	49	1,024	80	1,573
709	1,505	848	1,270	744	1,280	747	1,561
658	1,638	611	1,140	485	1,377	490	1,695
1,567	2,580	491	1,772	1,179	3,147	377	1,708
1,212	2,744	666	2,973	377	3,313	890	3,013
445	2,537	1,002	4,396	1,200	3,959	363	2,858
492	2,138	861	2,598	1,132	2,181	576	2,201
743	1,942	686	2,287	598	2,007	1,062	1,991
2,001	1,949	768	2,147	1,329	1,571	1,642	2,323
307	1,076	464	745	380	774	344	1,095
962	1,116	993	738	950	737	964	1,158
625	1,196	748	1,095	652	1,155	637	1,219
329	1,283	241	1,127	311	1,237	214	1,217
1,161	2,084	0	1,575	0	1,727	1,437	1,655
0	1,560	1,924	1,712	1,148	1,958	0	2,091
580	1,563	913	1,897	818	1,813	781	1,540
333	1,624	415	1,907	462	1,940	262	1,614
820	1,762	1,190	2,009	1,300	2,055	865	1,560
149	1,902	325	1,780	0	1,975	400	1,781
1,676	1,362	984	1,800	825	2,361	1,244	1,393
0	1,454	184	2,438	0	2,248	481	1,347
0	1,733	493	2,250	6	1,878	1,145	1,447
0	2,527	398	1,875	0	1,552	1,515	1,732
1,441	1,992	1,840	1,447	1,630	1,717	1,373	2,001
925	1,729	1,568	1,448	1,184	1,876	650	1,960
598	2,228	1,313	1,918	1,125	2,091	578	2,264
257	2,095	398	1,935	364	2,023	182	2,117
654	2,196	1,037	2,061	1,038	2,233	530	2,148
347	2,205	576	2,369	266	2,635	432	2,163
1,227	2,269	985	2,912	924	3,244	742	2,481
162	2,010	0	3,552	997	2,778	0	1,949
1,408	2,659	771	1,788	509	2,233	561	3,323
608	1,367	1,643	1,807	1,308	1,856	627	1,635
98	1,474	0	1,868	220	1,775	0	1,446
558	1,644	962	1,651	1,107	1,663	471	1,575
532	1,701	1,672	1,677	583	2,491	982	1,527
1,325	1,746	912	689	966	846	1,353	1,507
1,788	1,478	1,473	1,080	1,441	1,066	1,794	1,519
1,431	1,404	1,125	1,074	1,229	998	1,407	1,400
1,235	1,192	1,035	1,184	1,037	1,234	1,137	1,239
1,435	1,172	1,287	1,298	1,406	1,204	1,332	1,250
1,304	698	664	272	710	329	1,377	521
1,764	1,124	1,473	716	1,442	733	1,664	1,237
1,416	1,101	1,132	678	1,128	706	1,333	1,160
1,128	959	969	892	974	886	1,087	1,003
1,316	1,131	1,357	1,194	1,352	1,263	1,225	1,158
1,282	692	911	1,145	973	1,059	1,235	764
1,336	1,545	1,591	1,271	1,498	1,291	1,096	1,858
1,692	1,595	1,220	818	1,040	914	1,484	1,888
1,592	1,626	1,421	1,114	1,397	1,105	1,500	1,751
1,145	1,575	982	1,109	1,168	1,094	831	1,718
0	1,727	1,113	1,337	0	1,408	692	2,077
1,042	1,252	944	1,044	873	1,166	941	1,302
1,250	1,442	1,381	1,420	1,292	1,427	1,246	1,528
1,203	934	894	1,172	915	1,173	1,096	1,018
1,073	420	1,047	18	1,136	230	1,192	0
1,527	196	1,461	157	1,408	94	1,547	292
856	28	1,046	22	1,050	40	787	75
637	497	1,144	194	1,061	291	916	203
1,118	540	983	626	1,010	615	1,133	509
1,178	574	1,521	649	1,431	667	1,132	691
901	541	969	665	949	692	867	567
1,191	1,638	851	754	1,047	723	1,083	1,581
1,033	1,639	857	1,332	854	1,260	785	1,961
765	2,128	1,290	1,276	1,604	1,122	915	1,819
1,671	1,557	1,477	1,194	1,466	1,232	1,506	1,695
799	1,661	747	1,243	802	1,173	859	1,615
1,019	2,420	1,212	1,260	1,133	1,294	1,015	2,468
1,160	1,545	1,027	1,664	994	1,745	977	1,680
1,172	1,440	1,352	1,467	1,343	1,452	1,113	1,523
996	996	862	1,510	903	1,518	716	1,229
243	2,226	126	2,106	195	2,219	215	2,072

2020WP AM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS
2008 VOLUME+ADJUSTED DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	1,617	579	2,322	0	2,488	691	1,338
2. S Beverly Glen Blvd/Sunset Blvd	169	2,420	489	1,066	179	1,314	692	1,959
3. N Beverly Glen Blvd/Sunset Blvd	1,217	1,344	117	1,198	355	1,110	330	2,083
4. Centinela Ave/Wilshire Blvd	20	1,718	155	1,110	49	1,112	113	1,729
5. Bundy Dr/Wilshire Blvd	852	1,645	946	1,338	802	1,363	881	1,736
6. Barrington Ave/Wilshire Blvd	750	1,802	663	1,217	505	1,527	539	1,862
7. Federal Ave/Wilshire Blvd	1,707	2,732	580	1,922	1,379	3,273	416	1,872
8. Sepulveda Blvd/Wilshire Blvd	1,255	2,963	777	3,104	392	3,523	975	3,206
9. Veteran Ave/Wilshire Blvd	605	2,726	1,044	4,768	1,311	4,205	467	3,158
10. Westwood Blvd/Wilshire Blvd	555	2,416	984	2,865	1,421	2,286	623	2,487
11. S Beverly Glen Blvd/Wilshire Blvd	896	2,275	752	2,495	657	2,191	1,198	2,372
12. Santa Monica Blvd/Wilshire Blvd	2,245	2,193	917	2,342	1,459	1,800	1,863	2,575
13. Centinela Ave/Santa Monica Blvd	340	1,185	477	897	367	904	401	1,227
14. Bundy Dr/Santa Monica Blvd	1,096	1,259	1,195	868	1,048	924	1,181	1,267
15. Barrington Ave/Santa Monica Blvd	693	1,312	778	1,294	732	1,287	696	1,361
16. Federal Ave/Santa Monica Blvd	399	1,388	281	1,259	341	1,360	291	1,333
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,210	2,198	0	1,718	0	1,950	1,289	1,885
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,664	2,014	1,935	1,297	2,113	0	2,205
19. Sepulveda Blvd/Santa Monica Blvd	761	1,740	1,071	2,052	1,058	1,950	971	1,644
20. Veteran Ave/Santa Monica Blvd	384	1,800	516	2,044	538	2,079	333	1,791
21. Westwood Blvd/Santa Monica Blvd	954	2,004	1,408	2,209	1,508	2,251	1,071	1,744
22. Overland Ave/Santa Monica Blvd	149	2,157	445	1,976	0	2,268	436	2,023
23. S Beverly Glen Blvd/Santa Monica Blvd	1,806	1,573	1,093	2,028	929	2,631	1,375	1,565
24. Century Park W/Santa Monica Blvd	0	1,661	295	2,703	0	2,551	578	1,528
25. Ave of the Stars/Santa Monica Blvd	0	1,925	633	2,553	6	2,213	1,239	1,654
26. Century Park E/Santa Monica Blvd	0	2,818	429	2,134	0	1,764	1,593	2,024
27. Bundy Dr/Olympic Blvd	1,611	2,249	1,954	1,622	1,778	1,889	1,545	2,227
28. Barrington Ave/Olympic Blvd	994	1,948	1,766	1,620	1,278	2,025	809	2,217
29. Sepulveda Blvd/Olympic Blvd	788	2,432	1,409	2,161	1,283	2,255	682	2,573
30. Veteran Ave/Olympic Blvd	328	2,322	504	2,099	465	2,178	289	2,321
31. Westwood Blvd/Olympic Blvd	834	2,412	1,266	2,249	1,284	2,426	714	2,338
32. Overland Ave/Olympic Blvd	383	2,476	743	2,562	386	2,865	533	2,379
33. S Beverly Glen Blvd/Olympic Blvd	1,312	2,561	1,109	3,128	1,085	3,487	812	2,723
34. Century Park W/Olympic Blvd	250	2,340	0	3,756	1,137	2,996	0	2,212
35. Century Park E/Olympic Blvd	1,453	3,077	941	2,079	621	2,516	652	3,760
36. Sepulveda Blvd/Pico Blvd	765	1,668	1,817	1,946	1,425	2,157	804	1,810
37. Veteran Ave/Pico Blvd	152	1,715	0	2,169	305	1,984	0	1,747
38. Westwood Blvd/Pico Blvd	723	1,920	1,247	1,889	1,335	2,029	618	1,797
39. Overland Ave/Pico Blvd	633	1,973	1,915	2,043	750	2,862	1,150	1,803
40. Fairfax Ave/3rd St	1,502	1,955	1,001	847	1,091	945	1,516	1,766
41. La Brea Ave/3rd St	2,095	1,636	1,655	1,249	1,603	1,213	2,148	1,671
42. Highland Ave/3rd St	1,580	1,564	1,260	1,225	1,359	1,129	1,609	1,530
43. Western Ave/3rd St	1,469	1,361	1,235	1,363	1,167	1,397	1,447	1,424
44. Vermont Ave/3rd St	1,737	1,307	1,481	1,481	1,571	1,470	1,616	1,348
45. Fairfax Ave/6th St	1,467	849	760	340	810	397	1,579	628
46. La Brea Ave/6th St	2,118	1,288	1,632	838	1,624	866	1,933	1,451
47. Highland Ave/6th St	1,618	1,229	1,292	811	1,263	872	1,491	1,324
48. Western Ave/6th St	1,443	1,141	1,118	1,106	1,111	1,099	1,382	1,217
49. Vermont Ave/6th St	1,615	1,237	1,544	1,351	1,534	1,433	1,492	1,288
50. Alvarado St/6th St	1,508	789	1,084	1,320	1,092	1,245	1,550	815
51. San Vicente Blvd/Wilshire Blvd	1,530	1,718	1,931	1,415	1,665	1,430	1,352	2,147
52. Fairfax Ave/Wilshire Blvd	1,894	1,680	1,316	810	1,136	960	1,632	1,972
53. La Brea Ave/Wilshire Blvd	1,861	1,649	1,571	1,169	1,556	1,108	1,841	1,743
54. Highland Ave/Wilshire Blvd	1,303	1,572	1,117	1,112	1,328	1,109	924	1,741
55. Crenshaw Blvd/Wilshire Blvd	0	1,709	1,294	1,343	0	1,380	906	2,059
56. Western Ave/Wilshire Blvd	1,337	1,210	1,061	1,128	1,022	1,192	1,251	1,289
57. Vermont Ave/Wilshire Blvd	1,517	1,457	1,597	1,408	1,479	1,496	1,523	1,502
58. Alvarado St/Wilshire Blvd	1,518	997	1,102	1,428	1,088	1,392	1,446	1,118
59. Fairfax Ave/8th St	1,221	487	1,170	66	1,232	387	1,325	0
60. La Brea Ave/8th St	1,868	269	1,638	205	1,558	167	1,847	407
61. Highland Ave/8th St	949	132	1,134	95	1,185	132	846	148
62. Crenshaw Blvd/8th St	851	613	1,270	254	1,242	400	1,130	216
63. Western Ave/8th St	1,412	619	1,147	702	1,127	749	1,390	614
64. Vermont Ave/8th St	1,398	694	1,674	927	1,586	913	1,371	820
65. Alvarado St/8th St	1,203	664	1,111	856	1,127	942	1,107	658
66. Fairfax Ave/San Vicente Blvd	1,351	1,907	1,051	1,027	1,244	957	1,280	1,853
67. Fairfax Ave/Olympic Blvd	1,230	1,932	932	1,683	1,054	1,553	860	2,307
68. San Vicente Blvd/Olympic Blvd	999	2,497	1,483	1,569	1,873	1,352	1,214	2,112
69. La Brea Ave/Olympic Blvd	1,971	1,766	1,690	1,472	1,643	1,476	1,819	1,961
70. Highland Ave/Olympic Blvd	848	1,866	826	1,487	876	1,419	909	1,824
71. Crenshaw Blvd/Olympic Blvd	1,233	2,649	1,322	1,520	1,259	1,555	1,212	2,694
72. Western Ave/Olympic Blvd	1,413	1,778	1,149	1,985	1,140	2,057	1,199	1,930
73. Vermont Ave/Olympic Blvd	1,357	1,682	1,492	1,792	1,488	1,786	1,309	1,739
74. Alvarado St/Olympic Blvd	1,287	1,140	1,017	1,746	1,046	1,815	907	1,424
75. Comstock Ave/Wilshire Blvd	293	2,581	126	2,290	227	2,442	215	2,405

POST-PROCESS THESE NUMBERS

2020WP Alt 3 AM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	579	691	0	0	2,322	1,338	1,617	2,488	4,518	4,518
2. S Beverly Glen Blvd/Sunset Blvd	489	692	169	179	1,066	1,959	2,420	1,314	4,144	4,144
3. N Beverly Glen Blvd/Sunset Blvd	117	330	1,217	355	1,198	2,083	1,344	1,110	3,877	3,878
4. Centinela Ave/Wilshire Blvd	155	113	20	49	1,110	1,729	1,718	1,112	3,002	3,002
5. Bundy Dr/Wilshire Blvd	946	881	852	802	1,338	1,736	1,645	1,363	4,781	4,782
6. Barrington Ave/Wilshire Blvd	663	539	750	505	1,217	1,862	1,802	1,527	4,432	4,433
7. Federal Ave/Wilshire Blvd	580	416	1,707	1,379	1,922	1,872	2,732	3,273	6,942	6,940
8. Sepulveda Blvd/Wilshire Blvd	777	975	1,255	392	3,104	3,206	2,963	3,523	8,098	8,097
9. Veteran Ave/Wilshire Blvd	1,044	467	605	1,311	4,768	3,158	2,726	4,205	9,143	9,141
10. Westwood Blvd/Wilshire Blvd	984	623	555	1,421	2,865	2,487	2,416	2,286	6,820	6,816
11. S Beverly Glen Blvd/Wilshire Blvd	752	1,198	896	657	2,495	2,372	2,275	2,191	6,418	6,418
12. Santa Monica Blvd/Wilshire Blvd	917	1,863	2,245	1,459	2,342	2,575	2,193	1,800	7,697	7,697
13. Centinela Ave/Santa Monica Blvd	477	401	340	367	897	1,227	1,185	904	2,899	2,898
14. Bundy Dr/Santa Monica Blvd	1,195	1,181	1,096	1,048	868	1,267	1,259	924	4,418	4,420
15. Barrington Ave/Santa Monica Blvd	778	696	693	732	1,294	1,361	1,312	1,287	4,076	4,076
16. Federal Ave/Santa Monica Blvd	281	291	399	341	1,259	1,333	1,388	1,360	3,326	3,325
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,289	1,210	0	1,718	1,885	2,198	1,950	5,126	5,125
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,014	0	0	1,297	1,935	2,205	1,664	2,113	5,614	5,615
19. Sepulveda Blvd/Santa Monica Blvd	1,071	971	761	1,058	2,052	1,644	1,740	1,950	5,623	5,623
20. Veteran Ave/Santa Monica Blvd	516	333	384	538	2,044	1,791	1,800	2,079	4,744	4,742
21. Westwood Blvd/Santa Monica Blvd	1,408	1,071	954	1,508	2,209	1,744	2,004	2,251	6,574	6,574
22. Overland Ave/Santa Monica Blvd	445	436	149	0	1,976	2,023	2,157	2,268	4,727	4,727
23. S Beverly Glen Blvd/Santa Monica Blvd	1,093	1,375	1,806	929	2,028	1,565	1,573	2,631	6,501	6,500
24. Century Park W/Santa Monica Blvd	295	578	0	0	2,703	1,528	1,661	2,551	4,659	4,657
25. Ave of the Stars/Santa Monica Blvd	633	1,239	0	6	2,553	1,654	1,925	2,213	5,111	5,112
26. Century Park E/Santa Monica Blvd	429	1,593	0	0	2,134	2,024	2,818	1,764	5,381	5,382
27. Bundy Dr/Olympic Blvd	1,954	1,545	1,611	1,778	1,622	2,227	2,249	1,889	7,437	7,439
28. Barrington Ave/Olympic Blvd	1,766	809	994	1,278	1,620	2,217	1,948	2,025	6,329	6,330
29. Sepulveda Blvd/Olympic Blvd	1,409	682	788	1,283	2,161	2,573	2,432	2,255	6,791	6,793
30. Veteran Ave/Olympic Blvd	504	289	328	465	2,099	2,321	2,322	2,178	5,254	5,253
31. Westwood Blvd/Olympic Blvd	1,266	714	834	1,284	2,249	2,338	2,412	2,426	6,762	6,762
32. Overland Ave/Olympic Blvd	743	533	383	386	2,562	2,379	2,476	2,865	6,163	6,163
33. S Beverly Glen Blvd/Olympic Blvd	1,109	812	1,312	1,085	3,128	2,723	2,561	3,487	8,109	8,108
34. Century Park W/Olympic Blvd	0	0	250	1,137	3,756	2,212	2,340	2,996	6,346	6,345
35. Century Park E/Olympic Blvd	941	652	1,453	621	2,079	3,760	3,077	2,516	7,550	7,549
36. Sepulveda Blvd/Pico Blvd	1,817	804	765	1,425	1,946	1,810	1,668	2,157	6,196	6,195
37. Veteran Ave/Pico Blvd	0	0	152	305	2,169	1,747	1,715	1,984	4,037	4,036
38. Westwood Blvd/Pico Blvd	1,247	618	723	1,335	1,889	1,797	1,920	2,029	5,780	5,779
39. Overland Ave/Pico Blvd	1,915	1,150	633	750	2,043	1,803	1,973	2,862	6,565	6,565
40. Fairfax Ave/3rd St	1,001	1,516	1,502	1,091	847	1,766	1,955	945	5,305	5,318
41. La Brea Ave/3rd St	1,655	2,148	2,095	1,603	1,249	1,671	1,636	1,213	6,636	6,635
42. Highland Ave/3rd St	1,260	1,609	1,580	1,359	1,225	1,530	1,564	1,129	5,629	5,627
43. Western Ave/3rd St	1,235	1,447	1,469	1,167	1,363	1,424	1,361	1,397	5,428	5,434
44. Vermont Ave/3rd St	1,481	1,616	1,737	1,571	1,481	1,348	1,307	1,470	6,006	6,005
45. Fairfax Ave/6th St	760	1,579	1,467	810	340	628	849	397	3,415	3,414
46. La Brea Ave/6th St	1,632	1,933	2,118	1,624	838	1,451	1,288	866	5,875	5,874
47. Highland Ave/6th St	1,292	1,491	1,618	1,263	811	1,324	1,229	872	4,950	4,950
48. Western Ave/6th St	1,118	1,382	1,443	1,111	1,106	1,217	1,141	1,099	4,809	4,808
49. Vermont Ave/6th St	1,544	1,492	1,615	1,534	1,351	1,288	1,237	1,433	5,748	5,748
50. Alvarado St/6th St	1,084	1,550	1,508	1,092	1,320	815	789	1,245	4,701	4,701
51. San Vicente Blvd/Wilshire Blvd	1,931	1,352	1,530	1,665	1,415	2,147	1,718	1,430	6,595	6,595
52. Fairfax Ave/Wilshire Blvd	1,316	1,632	1,894	1,136	810	1,972	1,680	960	5,700	5,699
53. La Brea Ave/Wilshire Blvd	1,571	1,841	1,861	1,556	1,169	1,743	1,649	1,108	6,251	6,249
54. Highland Ave/Wilshire Blvd	1,117	924	1,303	1,328	1,112	1,741	1,572	1,109	5,104	5,102
55. Crenshaw Blvd/Wilshire Blvd	1,294	906	0	0	1,343	2,059	1,709	1,380	4,347	4,346
56. Western Ave/Wilshire Blvd	1,061	1,251	1,337	1,022	1,128	1,289	1,210	1,192	4,736	4,754
57. Vermont Ave/Wilshire Blvd	1,597	1,523	1,517	1,479	1,408	1,502	1,457	1,496	5,979	6,000
58. Alvarado St/Wilshire Blvd	1,102	1,446	1,518	1,088	1,428	1,118	997	1,392	5,045	5,045
59. Fairfax Ave/8th St	1,170	1,325	1,221	1,232	66	0	487	387	2,944	2,944
60. La Brea Ave/8th St	1,638	1,847	1,868	1,558	205	407	269	167	3,981	3,980
61. Highland Ave/8th St	1,134	846	949	1,185	95	148	132	132	2,311	2,312
62. Crenshaw Blvd/8th St	1,270	1,130	851	1,242	254	216	613	400	2,987	2,988
63. Western Ave/8th St	1,147	1,390	1,412	1,127	702	614	619	749	3,880	3,880
64. Vermont Ave/8th St	1,674	1,371	1,398	1,586	927	820	694	913	4,693	4,691
65. Alvarado St/8th St	1,111	1,107	1,203	1,127	856	658	664	942	3,834	3,835
66. Fairfax Ave/San Vicente Blvd	1,051	1,280	1,351	1,244	1,027	1,853	1,907	957	5,336	5,334
67. Fairfax Ave/Olympic Blvd	932	860	1,230	1,054	1,683	2,307	1,932	1,553	5,776	5,774
68. San Vicente Blvd/Olympic Blvd	1,483	1,214	999	1,873	1,569	2,112	2,497	1,352	6,549	6,551
69. La Brea Ave/Olympic Blvd	1,690	1,819	1,971	1,643	1,472	1,961	1,766	1,476	6,899	6,899
70. Highland Ave/Olympic Blvd	826	909	848	876	1,487	1,824	1,866	1,419	5,026	5,028
71. Crenshaw Blvd/Olympic Blvd	1,322	1,212	1,233	1,259	1,520	2,694	2,649	1,555	6,723	6,720
72. Western Ave/Olympic Blvd	1,149	1,199	1,413	1,140	1,985	1,930	1,778	2,057	6,325	6,326
73. Vermont Ave/Olympic Blvd	1,492	1,309	1,357	1,488	1,792	1,739	1,682	1,786	6,323	6,322
74. Alvarado St/Olympic Blvd	1,017	907	1,287	1,046	1,746	1,424	1,140	1,815	5,192	5,192
75. Comstock Ave/Wilshire Blvd	126	215	293	227	2,290	2,405	2,581	2,442	5,290	5,289

2008NP PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,398	1,450	731	0	1,158	530	1,891	3,579	3,579
2. S Beverly Glen Blvd/Sunset Blvd	0	1,290	646	1,542	0	2,113	400	966	3,478	3,479
3. N Beverly Glen Blvd/Sunset Blvd	577	892	2,113	0	1,209	1,082	1,290	0	3,582	3,581
4. Centinela Ave/Wilshire Blvd	0	1,315	263	1,310	0	1,498	140	1,250	2,888	2,888
5. Bundy Dr/Wilshire Blvd	605	1,474	1,038	1,410	832	1,533	933	1,228	4,527	4,526
6. Barrington Ave/Wilshire Blvd	544	1611	538	1809	549	1798	464	1691	4,502	4,502
7. Federal Ave/Wilshire Blvd	2196	1378	546	1798	960	2767	580	1611	5,918	5,918
8. Sepulveda Blvd/Wilshire Blvd	763	2916	964	2568	1310	2364	963	2575	7,211	7,212
9. Veteran Ave/Wilshire Blvd	1241	2866	731	2956	1438	2214	567	3575	7,794	7,794
10. Westwood Blvd/Wilshire Blvd	2118	1664	772	2018	1541	1822	1033	2176	6,572	6,572
11. S Beverly Glen Blvd/Wilshire Blvd	624	1479	997	2134	749	1631	917	1937	5,234	5,234
12. Santa Monica Blvd/Wilshire Blvd	1374	2026	1607	2111	1739	1624	1662	2094	7,118	7,119
13. Centinela Ave/Santa Monica Blvd	140	719	275	1325	263	919	291	985	2,459	2,458
14. Bundy Dr/Santa Monica Blvd	933	999	1537	919	1038	1228	1404	719	4,388	4,389
15. Barrington Ave/Santa Monica Blvd	660	1026	703	1669	800	1525	731	1003	4,058	4,059
16. Federal Ave/Santa Monica Blvd	545	1119	304	1525	536	1589	342	1026	3,493	3,493
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	732	2096	0	2345	0	2147	1032	1994	5,173	5,173
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2434	828	2147	1728	1585	0	2096	5,409	5,409
19. Sepulveda Blvd/Santa Monica Blvd	1258	2006	1165	1585	1020	1483	1077	2434	6,014	6,014
20. Veteran Ave/Santa Monica Blvd	599	1992	320	1483	270	1780	337	2006	4,394	4,393
21. Westwood Blvd/Santa Monica Blvd	1523	1720	1279	1559	1074	1683	1557	1767	6,081	6,081
22. Overland Ave/Santa Monica Blvd	0	2244	360	1683	0	1981	586	1720	4,287	4,287
23. S Beverly Glen Blvd/Santa Monica Blvd	769	1985	1164	1591	854	1782	987	1885	5,509	5,508
24. Century Park W/Santa Monica Blvd	0	1987	640	1571	0	1796	617	1785	4,198	4,198
25. Ave of the Stars/Santa Monica Blvd	0	1773	846	1796	0	1708	720	1987	4,415	4,415
26. Century Park E/Santa Monica Blvd	0	2105	157	2515	0	2670	387	1720	4,777	4,777
27. Bundy Dr/Olympic Blvd	1437	1426	1202	1789	1223	1722	1480	1429	5,854	5,854
28. Barrington Ave/Olympic Blvd	795	1877	1193	1722	1009	1533	1619	1426	5,587	5,587
29. Sepulveda Blvd/Olympic Blvd	1077	2661	795	2236	1165	2158	1618	1830	6,769	6,771
30. Veteran Ave/Olympic Blvd	337	2868	221	2158	320	2157	446	2661	5,584	5,584
31. Westwood Blvd/Olympic Blvd	1309	2814	1125	1892	1061	1986	1380	2713	7,140	7,140
32. Overland Ave/Olympic Blvd	586	3208	394	1986	360	2062	939	2814	6,174	6,175
33. S Beverly Glen Blvd/Olympic Blvd	1382	2890	791	1827	931	1900	1034	3025	6,890	6,890
34. Century Park W/Olympic Blvd	1064	2067	0	1645	506	1859	0	2411	4,776	4,776
35. Century Park E/Olympic Blvd	912	1843	567	2476	202	2197	891	2507	5,798	5,797
36. Sepulveda Blvd/Pico Blvd	1732	1630	984	1266	983	1312	1659	1659	5,612	5,613
37. Veteran Ave/Pico Blvd	332	1486	0	1312	33	1465	0	1630	3,130	3,128
38. Westwood Blvd/Pico Blvd	1242	1398	781	1560	883	1337	1475	1287	4,981	4,982
39. Overland Ave/Pico Blvd	939	1786	960	1337	394	1707	1523	1398	5,022	5,022
40. Fairfax Ave/3rd St	997	1069	1180	1336	1232	1450	1022	879	4,582	4,583
41. La Brea Ave/3rd St	1562	1091	2010	1081	1799	1114	1726	1106	5,744	5,745
42. Highland Ave/3rd St	1227	1113	1774	947	1614	963	1477	1007	5,061	5,061
43. Western Ave/3rd St	901	1027	1321	1261	1173	1131	1152	1055	4,510	4,511
44. Vermont Ave/3rd St	1401	1499	1712	1202	1964	881	1426	1543	5,814	5,814
45. Fairfax Ave/6th St	1022	425	1235	590	1180	626	959	507	3,272	3,272
46. La Brea Ave/6th St	1726	703	1887	1032	2010	795	1654	889	5,348	5,348
47. Highland Ave/6th St	1477	914	1556	795	1774	970	1295	703	4,742	4,742
48. Western Ave/6th St	886	1083	1457	1242	1305	951	1228	1184	4,668	4,668
49. Vermont Ave/6th St	1538	1086	2208	1173	1886	1042	1804	1274	6,005	6,006
50. Alvarado St/6th St	855	1216	1286	880	1126	1039	965	1106	4,237	4,236
51. San Vicente Blvd/Wilshire Blvd	1585	1408	913	1886	1134	2143	1355	1159	5,792	5,791
52. Fairfax Ave/Wilshire Blvd	959	1368	1338	2062	1235	1808	1110	1574	5,727	5,727
53. La Brea Ave/Wilshire Blvd	1654	1273	2313	1618	1887	1845	1826	1300	6,858	6,858
54. Highland Ave/Wilshire Blvd	1295	1454	794	1845	1556	1675	883	1273	5,388	5,387
55. Crenshaw Blvd/Wilshire Blvd	0	2099	1289	1631	0	2423	1247	1349	5,019	5,019
56. Western Ave/Wilshire Blvd	1228	1562	1467	1841	1457	1662	1280	1699	6,098	6,098
57. Vermont Ave/Wilshire Blvd	1804	1749	1394	1766	2208	1646	1432	1427	6,713	6,713
58. Alvarado St/Wilshire Blvd	965	1218	1397	1147	1286	967	1131	1344	4,727	4,728
59. Fairfax Ave/8th St	1110	847	712	89	1338	690	731	0	2,758	2,759
60. La Brea Ave/8th St	1826	330	2093	496	2313	346	1954	132	4,745	4,745
61. Highland Ave/8th St	883	431	955	346	794	670	821	330	2,615	2,615
62. Crenshaw Blvd/8th St	1247	392	1296	243	1289	503	1214	172	3,178	3,178
63. Western Ave/8th St	1251	758	1151	555	1386	642	1031	655	3,715	3,714
64. Vermont Ave/8th St	1307	1127	1313	1066	1322	1048	1320	1122	4,813	4,812
65. Alvarado St/8th St	1017	857	1315	625	1390	591	1022	810	3,814	3,813
66. Fairfax Ave/San Vicente Blvd	1328	1471	1255	1847	1154	1766	1389	1591	5,901	5,900
67. Fairfax Ave/Olympic Blvd	1389	1688	670	2499	1255	2102	844	2046	6,246	6,247
68. San Vicente Blvd/Olympic Blvd	1766	1772	1390	2102	1471	2286	1585	1688	7,030	7,030
69. La Brea Ave/Olympic Blvd	1954	1436	2097	2181	2093	1929	2013	1633	7,668	7,668
70. Highland Ave/Olympic Blvd	748	1537	793	1929	909	1902	760	1436	5,007	5,007
71. Crenshaw Blvd/Olympic Blvd	1214	1542	1199	2035	1296	1811	1098	1785	5,990	5,990
72. Western Ave/Olympic Blvd	1311	1687	1173	1713	1348	1621	1215	1699	5,884	5,883
73. Vermont Ave/Olympic Blvd	1373	2067	1398	1711	1442	1771	1444	1893	6,549	6,550
74. Alvarado St/Olympic Blvd	978	1519	991	1378	1242	1222	796	1606	4,866	4,866
75. Comstock Ave/Wilshire Blvd	449	1782	0	1631	368	2014	0	1479	3,862	3,861

2020WP Alt 3 PM Peak Hour - AUTOS+TRUCKS

NODE NUMBER	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Veteran Ave/Sunset Blvd	0	1,521	1,626	812	0	1,241	542	2,176	3,959	3,959
2. S Beverly Glen Blvd/Sunset Blvd	0	1,527	710	1,720	0	2,386	410	1,161	3,957	3,957
3. N Beverly Glen Blvd/Sunset Blvd	650	1,033	2,386	0	1,331	1,210	1,527	0	4,069	4,068
4. Centinela Ave/Wilshire Blvd	0	1,464	285	1,488	0	1,710	151	1,376	3,237	3,237
5. Bundy Dr/Wilshire Blvd	690	1574	1164	1602	892	1752	1024	1362	5,030	5,030
6. Barrington Ave/Wilshire Blvd	629	1710	622	2059	613	2068	538	1801	5,020	5,020
7. Federal Ave/Wilshire Blvd	2360	1392	583	2068	1066	3031	596	1710	6,403	6,403
8. Sepulveda Blvd/Wilshire Blvd	652	3132	1014	2914	1461	2613	888	2750	7,712	7,712
9. Veteran Ave/Wilshire Blvd	1178	3357	856	3190	1406	2521	559	4094	8,581	8,580
10. Westwood Blvd/Wilshire Blvd	2343	1956	804	2153	1580	1989	1112	2572	7,256	7,253
11. S Beverly Glen Blvd/Wilshire Blvd	705	1726	1228	2387	845	1931	950	2319	6,046	6,045
12. Santa Monica Blvd/Wilshire Blvd	1508	2276	1753	2366	1930	1848	1778	2348	7,903	7,904
13. Centinela Ave/Santa Monica Blvd	151	784	314	1498	285	1069	296	1096	2,747	2,746
14. Bundy Dr/Santa Monica Blvd	1024	1132	1739	1069	1164	1411	1608	784	4,964	4,967
15. Barrington Ave/Santa Monica Blvd	700	1196	756	1881	918	1737	751	1128	4,533	4,534
16. Federal Ave/Santa Monica Blvd	601	1235	378	1737	620	1754	382	1196	3,951	3,952
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	827	2194	0	2575	0	2406	1081	2109	5,596	5,596
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	2647	848	2406	2013	1694	0	2194	5,901	5,901
19. Sepulveda Blvd/Santa Monica Blvd	1300	2225	1341	1694	1150	1598	1165	2647	6,560	6,560
20. Veteran Ave/Santa Monica Blvd	700	2129	420	1598	323	1896	402	2225	4,847	4,846
21. Westwood Blvd/Santa Monica Blvd	1675	1929	1442	1732	1198	1889	1747	1944	6,778	6,778
22. Overland Ave/Santa Monica Blvd	0	2507	462	1889	0	2249	680	1929	4,858	4,858
23. S Beverly Glen Blvd/Santa Monica Blvd	821	2244	1349	1797	1079	1965	1082	2083	6,211	6,209
24. Century Park W/Santa Monica Blvd	0	2301	743	1740	0	2031	710	2042	4,784	4,783
25. Ave of the Stars/Santa Monica Blvd	0	2119	965	2031	0	2001	814	2301	5,115	5,116
26. Century Park E/Santa Monica Blvd	0	2315	187	2832	0	2938	461	1934	5,334	5,333
27. Bundy Dr/Olympic Blvd	1540	1605	1301	1979	1327	1956	1548	1594	6,425	6,425
28. Barrington Ave/Olympic Blvd	859	2039	1343	1956	1091	1725	1776	1605	6,197	6,197
29. Sepulveda Blvd/Olympic Blvd	1165	2871	942	2529	1341	2421	1701	2044	7,507	7,507
30. Veteran Ave/Olympic Blvd	402	3101	230	2421	420	2329	535	2871	6,154	6,155
31. Westwood Blvd/Olympic Blvd	1475	3098	1235	2135	1199	2197	1541	3007	7,943	7,944
32. Overland Ave/Olympic Blvd	680	3606	515	2197	462	2313	1124	3098	6,998	6,997
33. S Beverly Glen Blvd/Olympic Blvd	1500	3314	910	2066	1087	2156	1134	3413	7,790	7,790
34. Century Park W/Olympic Blvd	1163	2408	0	1867	590	2082	0	2766	5,438	5,438
35. Century Park E/Olympic Blvd	1095	2218	668	2737	250	2564	1005	2899	6,718	6,718
36. Sepulveda Blvd/Pico Blvd	1803	1892	1168	1424	1109	1483	1819	1875	6,287	6,286
37. Veteran Ave/Pico Blvd	432	1711	0	1483	63	1671	0	1892	3,626	3,626
38. Westwood Blvd/Pico Blvd	1383	1605	962	1744	1042	1462	1676	1514	5,694	5,694
39. Overland Ave/Pico Blvd	1124	2083	1115	1462	515	1922	1742	1605	5,784	5,784
40. Fairfax Ave/3rd St	1104	1172	1333	1573	1404	1643	1105	1040	5,182	5,192
41. La Brea Ave/3rd St	1732	1244	2262	1217	2020	1274	1882	1277	6,455	6,453
42. Highland Ave/3rd St	1370	1292	1961	1079	1793	1100	1635	1174	5,702	5,702
43. Western Ave/3rd St	1059	1204	1542	1442	1383	1298	1331	1242	5,247	5,254
44. Vermont Ave/3rd St	1579	1682	2058	1328	2299	965	1611	1772	6,647	6,647
45. Fairfax Ave/6th St	1105	532	1410	671	1343	736	1059	581	3,718	3,719
46. La Brea Ave/6th St	1882	854	2138	1164	2262	950	1750	1077	6,038	6,039
47. Highland Ave/6th St	1635	1052	1746	950	1961	1124	1445	854	5,383	5,384
48. Western Ave/6th St	1026	1328	1669	1416	1524	1114	1354	1447	5,439	5,439
49. Vermont Ave/6th St	1723	1308	2526	1295	2247	1254	1883	1470	6,852	6,854
50. Alvarado St/6th St	1017	1414	1559	985	1320	1187	1167	1301	4,975	4,975
51. San Vicente Blvd/Wilshire Blvd	1760	1569	1224	2045	1334	2230	1643	1392	6,598	6,599
52. Fairfax Ave/Wilshire Blvd	1059	1474	1615	1954	1410	1829	1180	1684	6,102	6,103
53. La Brea Ave/Wilshire Blvd	1750	1321	2534	1650	2138	1810	2007	1300	7,255	7,255
54. Highland Ave/Wilshire Blvd	1445	1435	930	1810	1746	1589	964	1321	5,620	5,620
55. Crenshaw Blvd/Wilshire Blvd	0	2106	1489	1530	0	2366	1373	1385	5,125	5,124
56. Western Ave/Wilshire Blvd	1354	1556	1692	1817	1669	1588	1490	1687	6,419	6,434
57. Vermont Ave/Wilshire Blvd	1883	1763	1810	1715	2526	1662	1592	1412	7,171	7,192
58. Alvarado St/Wilshire Blvd	1167	1435	1660	1289	1559	1071	1373	1549	5,551	5,552
59. Fairfax Ave/8th St	1180	986	959	153	1615	824	839	0	3,278	3,278
60. La Brea Ave/8th St	2007	400	2359	566	2534	446	2146	206	5,332	5,332
61. Highland Ave/8th St	964	589	1048	446	930	817	900	400	3,047	3,047
62. Crenshaw Blvd/8th St	1373	495	1469	278	1489	575	1356	194	3,615	3,614
63. Western Ave/8th St	1456	873	1368	637	1595	734	1219	785	4,334	4,333
64. Vermont Ave/8th St	1491	1357	1548	1235	1563	1220	1478	1369	5,631	5,630
65. Alvarado St/8th St	1203	1077	1523	747	1644	727	1189	990	4,550	4,550
66. Fairfax Ave/San Vicente Blvd	1478	1779	1481	2101	1418	1995	1576	1849	6,839	6,838
67. Fairfax Ave/Olympic Blvd	1576	1906	719	2881	1481	2340	912	2349	7,082	7,082
68. San Vicente Blvd/Olympic Blvd	1995	2038	1651	2340	1779	2583	1758	1906	8,024	8,026
69. La Brea Ave/Olympic Blvd	2146	1706	2347	2472	2359	2159	2254	1899	8,671	8,671
70. Highland Ave/Olympic Blvd	814	1812	861	2159	995	2131	816	1706	5,646	5,648
71. Crenshaw Blvd/Olympic Blvd	1356	1850	1386	2297	1469	2082	1235	2101	6,889	6,887
72. Western Ave/Olympic Blvd	1476	2000	1337	1937	1526	1857	1379	1988	6,750	6,750
73. Vermont Ave/Olympic Blvd	1513	2435	1581	1934	1643	2005	1600	2215	7,463	7,463
74. Alvarado St/Olympic Blvd	1159	1796	1159	1560	1461	1389	930	1893	5,674	5,673
75. Comstock Ave/Wilshire Blvd	429	2081	0	1931	418	2298	0	1726	4,441	4,442

PM Peak Hour DIFFERENCE (2020-2008) - AUTOS+TRUCKS								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	123	176	81	0	83	12	285
2. S Beverly Glen Blvd/Sunset Blvd	0	237	64	178	0	273	10	195
3. N Beverly Glen Blvd/Sunset Blvd	73	141	273	0	122	128	237	0
4. Centinela Ave/Wilshire Blvd	0	149	22	178	0	212	11	126
5. Bundy Dr/Wilshire Blvd	85	100	126	192	60	219	91	134
6. Barrington Ave/Wilshire Blvd	85	99	84	250	64	270	74	110
7. Federal Ave/Wilshire Blvd	164	14	37	270	106	264	16	99
8. Sepulveda Blvd/Wilshire Blvd	-111	216	50	346	151	249	-75	175
9. Veteran Ave/Wilshire Blvd	-63	491	125	234	-32	307	-8	519
10. Westwood Blvd/Wilshire Blvd	225	292	32	135	39	167	79	396
11. S Beverly Glen Blvd/Wilshire Blvd	81	247	231	253	96	300	33	382
12. Santa Monica Blvd/Wilshire Blvd	134	250	146	255	191	224	116	254
13. Centinela Ave/Santa Monica Blvd	11	65	39	173	22	150	5	111
14. Bundy Dr/Santa Monica Blvd	91	133	202	150	126	183	204	65
15. Barrington Ave/Santa Monica Blvd	40	170	53	212	118	212	20	125
16. Federal Ave/Santa Monica Blvd	56	116	74	212	84	165	40	170
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	95	98	0	230	0	259	49	115
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	213	20	259	285	109	0	98
19. Sepulveda Blvd/Santa Monica Blvd	42	219	176	109	130	115	88	213
20. Veteran Ave/Santa Monica Blvd	101	137	100	115	53	116	65	219
21. Westwood Blvd/Santa Monica Blvd	152	209	163	173	124	206	190	177
22. Overland Ave/Santa Monica Blvd	0	263	102	206	0	268	94	209
23. S Beverly Glen Blvd/Santa Monica Blvd	52	259	185	206	225	183	95	198
24. Century Park W/Santa Monica Blvd	0	314	103	169	0	235	93	257
25. Ave of the Stars/Santa Monica Blvd	0	346	119	235	0	293	94	314
26. Century Park E/Santa Monica Blvd	0	210	30	317	0	268	74	214
27. Bundy Dr/Olympic Blvd	103	179	99	190	104	234	68	165
28. Barrington Ave/Olympic Blvd	64	162	150	234	82	192	157	179
29. Sepulveda Blvd/Olympic Blvd	88	210	147	293	176	263	83	214
30. Veteran Ave/Olympic Blvd	65	233	9	263	100	172	89	210
31. Westwood Blvd/Olympic Blvd	166	284	110	243	138	211	161	294
32. Overland Ave/Olympic Blvd	94	398	121	211	102	251	185	284
33. S Beverly Glen Blvd/Olympic Blvd	118	424	119	239	156	256	100	388
34. Century Park W/Olympic Blvd	99	341	0	222	84	223	0	355
35. Century Park E/Olympic Blvd	183	375	101	261	48	367	114	392
36. Sepulveda Blvd/Pico Blvd	71	262	184	158	126	171	160	216
37. Veteran Ave/Pico Blvd	100	225	0	171	30	206	0	262
38. Westwood Blvd/Pico Blvd	141	207	181	184	159	125	201	227
39. Overland Ave/Pico Blvd	185	297	155	125	121	215	219	207
40. Fairfax Ave/3rd St	107	103	153	237	172	193	83	161
41. La Brea Ave/3rd St	170	153	252	136	221	160	156	171
42. Highland Ave/3rd St	143	179	187	132	179	137	158	167
43. Western Ave/3rd St	158	177	221	181	210	167	179	187
44. Vermont Ave/3rd St	178	183	346	126	335	84	185	229
45. Fairfax Ave/6th St	83	107	175	81	163	110	100	74
46. La Brea Ave/6th St	156	151	251	132	252	155	96	188
47. Highland Ave/6th St	158	138	190	155	187	154	150	151
48. Western Ave/6th St	140	245	212	174	219	163	126	263
49. Vermont Ave/6th St	185	222	318	122	361	212	79	196
50. Alvarado St/6th St	162	198	273	105	194	148	202	195
51. San Vicente Blvd/Wilshire Blvd	175	161	311	159	200	87	288	233
52. Fairfax Ave/Wilshire Blvd	100	106	277	-108	175	21	70	110
53. La Brea Ave/Wilshire Blvd	96	48	221	32	251	-35	181	0
54. Highland Ave/Wilshire Blvd	150	-19	136	-35	190	-86	81	48
55. Crenshaw Blvd/Wilshire Blvd	0	7	200	-101	0	-57	126	36
56. Western Ave/Wilshire Blvd	126	-6	225	-24	212	-74	210	-12
57. Vermont Ave/Wilshire Blvd	79	14	416	-51	318	16	160	-15
58. Alvarado St/Wilshire Blvd	202	217	263	142	273	104	242	205
59. Fairfax Ave/8th St	70	139	247	64	277	134	108	0
60. La Brea Ave/8th St	181	70	266	70	221	100	192	74
61. Highland Ave/8th St	81	158	93	100	136	147	79	70
62. Crenshaw Blvd/8th St	126	103	173	35	200	72	142	22
63. Western Ave/8th St	205	115	217	82	209	92	188	130
64. Vermont Ave/8th St	184	230	235	169	241	172	158	247
65. Alvarado St/8th St	186	220	208	122	254	136	167	180
66. Fairfax Ave/San Vicente Blvd	150	308	226	254	264	229	187	258
67. Fairfax Ave/Olympic Blvd	187	218	49	382	226	238	68	303
68. San Vicente Blvd/Olympic Blvd	229	266	261	238	308	297	173	218
69. La Brea Ave/Olympic Blvd	192	270	250	291	266	230	241	266
70. Highland Ave/Olympic Blvd	66	275	68	230	86	229	56	270
71. Crenshaw Blvd/Olympic Blvd	142	308	187	262	173	271	137	316
72. Western Ave/Olympic Blvd	165	313	164	224	178	236	164	289
73. Vermont Ave/Olympic Blvd	140	368	183	223	201	234	156	322
74. Alvarado St/Olympic Blvd	181	277	168	182	219	167	134	287
75. Comstock Ave/Wilshire Blvd	-20	299	0	300	50	284	0	247

PM Peak Hour ADJUSTED DIFFERENCE (2020 to 2008) - AUTOS+TRUCKS
Adjust model numbers to year 2008 by taking 100% of the DIFFERENCE **1**

NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	123	176	81	0	83	12	285
2. S Beverly Glen Blvd/Sunset Blvd	0	237	64	178	0	273	10	195
3. N Beverly Glen Blvd/Sunset Blvd	73	141	273	0	122	128	237	0
4. Centinela Ave/Wilshire Blvd	0	149	22	178	0	212	11	126
5. Bundy Dr/Wilshire Blvd	85	100	126	192	60	219	91	134
6. Barrington Ave/Wilshire Blvd	85	99	84	250	64	270	74	110
7. Federal Ave/Wilshire Blvd	164	14	37	270	106	264	16	99
8. Sepulveda Blvd/Wilshire Blvd	-111	216	50	346	151	249	-75	175
9. Veteran Ave/Wilshire Blvd	-63	491	125	234	-32	307	-8	519
10. Westwood Blvd/Wilshire Blvd	225	292	32	135	39	167	79	396
11. S Beverly Glen Blvd/Wilshire Blvd	81	247	231	253	96	300	33	382
12. Santa Monica Blvd/Wilshire Blvd	134	250	146	255	191	224	116	254
13. Centinela Ave/Santa Monica Blvd	11	65	39	173	22	150	5	111
14. Bundy Dr/Santa Monica Blvd	91	133	202	150	126	183	204	65
15. Barrington Ave/Santa Monica Blvd	40	170	53	212	118	212	20	125
16. Federal Ave/Santa Monica Blvd	56	116	74	212	84	165	40	170
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	95	98	0	230	0	259	49	115
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	213	20	259	285	109	0	98
19. Sepulveda Blvd/Santa Monica Blvd	42	219	176	109	130	115	88	213
20. Veteran Ave/Santa Monica Blvd	101	137	100	115	53	116	65	219
21. Westwood Blvd/Santa Monica Blvd	152	209	163	173	124	206	190	177
22. Overland Ave/Santa Monica Blvd	0	263	102	206	0	268	94	209
23. S Beverly Glen Blvd/Santa Monica Blvd	52	259	185	206	225	183	95	198
24. Century Park W/Santa Monica Blvd	0	314	103	169	0	235	93	257
25. Ave of the Stars/Santa Monica Blvd	0	346	119	235	0	293	94	314
26. Century Park E/Santa Monica Blvd	0	210	30	317	0	268	74	214
27. Bundy Dr/Olympic Blvd	103	179	99	190	104	234	68	165
28. Barrington Ave/Olympic Blvd	64	162	150	234	82	192	157	179
29. Sepulveda Blvd/Olympic Blvd	88	210	147	293	176	263	83	214
30. Veteran Ave/Olympic Blvd	65	233	9	263	100	172	89	210
31. Westwood Blvd/Olympic Blvd	166	284	110	243	138	211	161	294
32. Overland Ave/Olympic Blvd	94	398	121	211	102	251	185	284
33. S Beverly Glen Blvd/Olympic Blvd	118	424	119	239	156	256	100	388
34. Century Park W/Olympic Blvd	99	341	0	222	84	223	0	355
35. Century Park E/Olympic Blvd	183	375	101	261	48	367	114	392
36. Sepulveda Blvd/Pico Blvd	71	262	184	158	126	171	160	216
37. Veteran Ave/Pico Blvd	100	225	0	171	30	206	0	262
38. Westwood Blvd/Pico Blvd	141	207	181	184	159	125	201	227
39. Overland Ave/Pico Blvd	185	297	155	125	121	215	219	207
40. Fairfax Ave/3rd St	107	103	153	237	172	193	83	161
41. La Brea Ave/3rd St	170	153	252	136	221	160	156	171
42. Highland Ave/3rd St	143	179	187	132	179	137	158	167
43. Western Ave/3rd St	158	177	221	181	210	167	179	187
44. Vermont Ave/3rd St	178	183	346	126	335	84	185	229
45. Fairfax Ave/6th St	83	107	175	81	163	110	100	74
46. La Brea Ave/6th St	156	151	251	132	252	155	96	188
47. Highland Ave/6th St	158	138	190	155	187	154	150	151
48. Western Ave/6th St	140	245	212	174	219	163	126	263
49. Vermont Ave/6th St	185	222	318	122	361	212	79	196
50. Alvarado St/6th St	162	198	273	105	194	148	202	195
51. San Vicente Blvd/Wilshire Blvd	175	161	311	159	200	87	288	233
52. Fairfax Ave/Wilshire Blvd	100	106	277	-108	175	21	70	110
53. La Brea Ave/Wilshire Blvd	96	48	221	32	251	-35	181	0
54. Highland Ave/Wilshire Blvd	150	-19	136	-35	190	-86	81	48
55. Crenshaw Blvd/Wilshire Blvd	0	7	200	-101	0	-57	126	36
56. Western Ave/Wilshire Blvd	126	-6	225	-24	212	-74	210	-12
57. Vermont Ave/Wilshire Blvd	79	14	416	-51	318	16	160	-15
58. Alvarado St/Wilshire Blvd	202	217	263	142	273	104	242	205
59. Fairfax Ave/8th St	70	139	247	64	277	134	108	0
60. La Brea Ave/8th St	181	70	266	70	221	100	192	74
61. Highland Ave/8th St	81	158	93	100	136	147	79	70
62. Crenshaw Blvd/8th St	126	103	173	35	200	72	142	22
63. Western Ave/8th St	205	115	217	82	209	92	188	130
64. Vermont Ave/8th St	184	230	235	169	241	172	158	247
65. Alvarado St/8th St	186	220	208	122	254	136	167	180
66. Fairfax Ave/San Vicente Blvd	150	308	226	254	264	229	187	258
67. Fairfax Ave/Olympic Blvd	187	218	49	382	226	238	68	303
68. San Vicente Blvd/Olympic Blvd	229	266	261	238	308	297	173	218
69. La Brea Ave/Olympic Blvd	192	270	250	291	266	230	241	266
70. Highland Ave/Olympic Blvd	66	275	68	230	86	229	56	270
71. Crenshaw Blvd/Olympic Blvd	142	308	187	262	173	271	137	316
72. Western Ave/Olympic Blvd	165	313	164	224	178	236	164	289
73. Vermont Ave/Olympic Blvd	140	368	183	223	201	234	156	322
74. Alvarado St/Olympic Blvd	181	277	168	182	219	167	134	287
75. Comstock Ave/Wilshire Blvd	-20	299	0	300	50	284	0	247

INTERSECTION	PM 2008 TURNING MOVEMENT COUNTS - AUTOS											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Veteran Ave/Sunset Blvd	380	0	413	0	1163	140	0	0	0	279	1771	0
2. S Beverly Glen Blvd/Sunset Blvd	145	90	486	7	1439	103	95	69	15	292	1107	50
3. N Beverly Glen Blvd/Sunset Blvd	0	0	0	910	1107	0	85	0	409	0	1033	124
4. Centinela Ave/Wilshire Blvd	123	11	12	34	1184	3	17	1	27	33	1477	54
5. Bundy Dr/Wilshire Blvd	204	865	101	154	1049	81	105	415	86	130	1355	116
6. Barrington Ave/Wilshire Blvd	60	278	11	14	1303	47	37	398	39	74	1674	46
7. Federal Ave/Wilshire Blvd	96	405	236	22	1315	26	866	217	7	81	1692	944
8. Sepulveda Blvd/Wilshire Blvd	124	561	262	141	1856	39	109	440	131	293	2305	171
9. Veteran Ave/Wilshire Blvd	269	698	200	274	2238	79	40	386	717	76	2785	22
10. Westwood Blvd/Wilshire Blvd	152	480	180	211	1703	239	166	607	238	166	1550	104
11. S Beverly Glen Blvd/Wilshire Blvd	122	584	112	108	1734	344	84	485	44	101	1476	51
12. Santa Monica Blvd/Wilshire Blvd	0	838	90	505	1697	57	0	993	418	247	1756	54
13. Centinela Ave/Santa Monica Blvd	55	322	80	23	980	50	52	341	38	57	787	39
14. Bundy Dr/Santa Monica Blvd	75	1060	107	64	925	130	54	703	32	0	726	44
15. Barrington Ave/Santa Monica Blvd	99	486	86	74	922	151	89	537	32	89	879	86
16. Federal Ave/Santa Monica Blvd	41	175	34	64	994	62	89	384	54	40	938	111
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	0	0	0	1214	347	603	355	236	666	1231	0
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	675	916	643	559	1439	0	0	0	0	0	1051	329
19. Sepulveda Blvd/Santa Monica Blvd	175	703	231	148	1213	273	125	580	153	188	1096	116
20. Veteran Ave/Santa Monica Blvd	41	265	40	139	1723	68	83	454	50	81	1700	42
21. Westwood Blvd/Santa Monica Blvd	101	1044	100	267	1703	124	203	1149	98	285	1194	288
22. Overland Ave/Santa Monica Blvd	172	0	172	0	1666	0	0	86	0	376	1765	0
23. S Beverly Glen Blvd/Santa Monica Blvd	100	539	83	151	1270	134	263	1049	57	141	1686	359
24. Century Park W/Santa Monica Blvd	435	0	217	0	1474	135	0	0	0	114	1744	0
25. Ave of the Stars/Santa Monica Blvd	628	0	604	12	1398	292	0	0	0	285	1230	0
26. Century Park E/Santa Monica Blvd	388	0	761	0	1746	265	0	0	0	394	1142	0
27. Bundy Dr/Olympic Blvd	163	1368	206	234	1414	351	110	655	118	271	1242	235
28. Barrington Ave/Olympic Blvd	156	927	124	66	1392	410	201	1346	67	94	1394	263
29. Sepulveda Blvd/Olympic Blvd	101	1152	118	120	1611	132	71	659	113	206	2535	156
30. Veteran Ave/Olympic Blvd	23	168	33	53	1601	18	95	316	77	65	2642	48
31. Westwood Blvd/Olympic Blvd	76	886	62	71	1555	86	257	1156	108	79	2605	169
32. Overland Ave/Olympic Blvd	98	328	121	31	1805	87	62	351	24	275	2755	25
33. S Beverly Glen Blvd/Olympic Blvd	99	407	42	164	1677	84	256	834	208	150	2402	144
34. Century Park W/Olympic Blvd	0	0	0	155	1775	0	125	0	624	0	2001	39
35. Century Park E/Olympic Blvd	57	590	77	0	2115	483	197	369	222	0	2147	333
36. Sepulveda Blvd/Pico Blvd	208	1013	167	77	1313	197	64	955	99	223	1511	149
37. Veteran Ave/Pico Blvd	0	0	0	117	1460	0	188	0	263	0	1799	88
38. Westwood Blvd/Pico Blvd	132	535	87	182	1305	139	169	842	139	315	1671	285
39. Overland Ave/Pico Blvd	614	410	469	51	1159	385	37	705	32	741	1630	22
40. Fairfax Ave/3rd St	72	935	106	211	1045	58	216	1033	96	130	687	194
41. La Brea Ave/3rd St	106	1447	115	50	600	79	79	1483	118	124	857	113
42. Highland Ave/3rd St	0	1084	79	147	642	23	0	1390	125	69	946	67
43. Western Ave/3rd St	85	939	85	148	1000	93	89	1079	79	62	1064	79
44. Vermont Ave/3rd St	64	1346	70	167	1044	78	84	1159	275	92	940	171
45. Fairfax Ave/6th St	3	793	103	19	385	18	7	1070	38	76	332	121
46. La Brea Ave/6th St	72	1565	47	18	1002	82	74	1530	88	4	750	101
47. Highland Ave/6th St	0	1192	81	7	1093	22	0	1346	92	1	764	59
48. Western Ave/6th St	0	1043	100	0	986	76	1	1188	104	0	1022	127
49. Vermont Ave/6th St	80	1394	88	45	108	1039	89	1059	57	118	1142	93
50. Alvarado St/6th St	0	1075	82	106	879	92	0	846	155	88	924	89
51. San Vicente Blvd/Wilshire Blvd	275	655	12	78	1509	294	245	1625	162	60	1050	273
52. Fairfax Ave/Wilshire Blvd	161	937	68	322	1683	235	228	1347	110	86	838	153
53. La Brea Ave/Wilshire Blvd	101	1301	112	249	1217	146	106	1282	159	185	951	119
54. Highland Ave/Wilshire Blvd	0	870	84	258	1207	18	110	790	338	97	1095	121
55. Crenshaw Blvd/Wilshire Blvd	553	0	561	0	1210	468	0	0	0	293	1055	0
56. Western Ave/Wilshire Blvd	91	1213	103	49	763	59	106	842	65	156	1214	104
57. Vermont Ave/Wilshire Blvd	130	1174	90	151	1160	142	101	1024	101	146	1245	96
58. Alvarado St/Wilshire Blvd	0	1012	91	93	915	37	0	936	108	94	1039	76
59. Fairfax Ave/8th St	0	827	94	0	76	10	172	963	0	126	0	138
60. La Brea Ave/8th St	49	1393	28	80	207	127	19	1515	81	57	93	16
61. Highland Ave/8th St	5	936	1	12	13	18	50	824	46	3	2	23
62. Crenshaw Blvd/8th St	43	1071	151	0	166	165	20	677	7	170	91	59
63. Western Ave/8th St	41	938	59	51	483	20	91	1203	45	95	579	62
64. Vermont Ave/8th St	70	1302	46	0	755	107	58	1228	117	0	1091	107
65. Alvarado St/8th St	0	938	63	0	621	51	0	945	59	0	796	62
66. Fairfax Ave/San Vicente Blvd	0	789	3	26	990	34	92	1010	44	0	708	114
67. Fairfax Ave/Olympic Blvd	33	626	25	123	1771	32	0	854	198	63	1075	9
68. San Vicente Blvd/Olympic Blvd	131	565	0	0	1483	286	0	1026	6	0	1025	275
69. La Brea Ave/Olympic Blvd	53	1466	37	121	1576	58	141	1582	133	67	988	123
70. Highland Ave/Olympic Blvd	0	710	27	170	1642	6	72	767	70	87	1070	91
71. Crenshaw Blvd/Olympic Blvd	122	1067	120	84	1727	48	74	911	81	144	1160	104
72. Western Ave/Olympic Blvd	121	816	93	116	1598	46	167	1081	120	109	1227	131
73. Vermont Ave/Olympic Blvd	115	1223	84	138	1528	94	104	1039	149	68	1258	109
74. Alvarado St/Olympic Blvd	88	809	56	176	1214	32	118	748	180	95	1440	60
75. Comstock Ave/Wilshire Blvd	33	192	56	39	1939	32	79	47	21	41	1879	140

PM LINK VOLUMES - PM

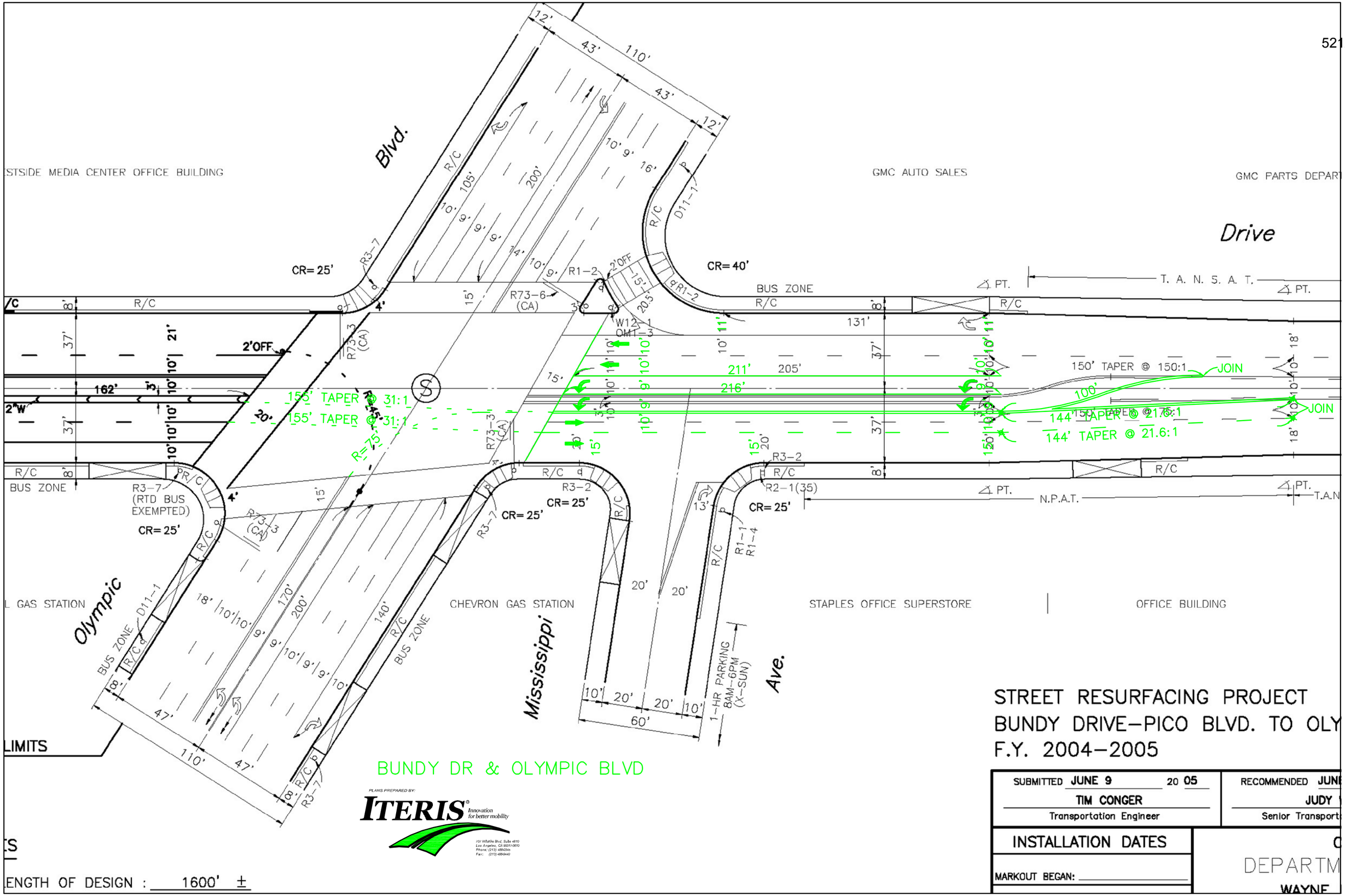
APPROACH				DEPARTURE			
NL	EL	SL	WL	NL	EL	SL	WL
0	2,050	794	1,304	0	1,577	419	2,152
180	1,449	722	1,549	147	2,020	465	1,268
495	1,157	0	2,017	1,035	1,192	0	1,442
45	1,564	147	1,222	99	1,214	37	1,628
606	1,602	1,170	1,283	1,135	1,255	627	1,645
475	1,795	349	1,364	339	1,351	519	1,773
1,090	2,716	738	1,363	1,371	2,417	324	1,795
680	2,769	947	2,037	873	2,227	772	2,561
1,144	2,883	1,167	2,591	994	2,479	541	3,771
1,012	1,820	811	2,153	795	2,048	1,013	1,940
613	1,628	819	2,186	743	1,930	930	1,643
1,412	2,056	928	2,258	1,397	1,787	1,296	2,175
432	883	457	1,053	385	1,112	449	880
790	770	1,241	1,119	1,168	1,086	833	833
658	1,053	671	1,146	646	1,096	777	1,010
527	1,089	251	1,121	350	1,117	486	1,033
1,193	1,896	0	1,561	0	1,817	1,368	1,466
0	1,381	2,234	1,998	1,805	2,082	0	1,726
858	1,400	1,109	1,634	967	1,568	1,041	1,424
587	1,823	346	1,929	446	1,846	603	1,791
1,450	1,768	1,245	2,094	1,599	2,006	1,558	1,393
86	2,140	344	1,666	0	1,838	461	1,937
1,370	2,185	721	1,555	1,048	1,615	1,324	1,843
0	1,858	652	1,609	0	1,691	249	2,179
0	1,515	1,233	1,702	12	2,002	577	1,858
0	1,536	1,149	2,011	0	2,508	659	1,530
884	1,748	1,736	1,999	1,836	1,730	1,277	1,523
1,613	1,751	1,207	1,868	1,256	1,717	1,850	1,616
844	2,896	1,372	1,864	1,428	1,801	997	2,749
489	2,755	224	1,673	269	1,730	399	2,742
1,520	2,853	1,024	1,711	1,126	1,874	1,320	2,788
437	3,055	548	1,923	384	1,989	713	2,878
1,297	2,696	549	1,924	715	1,975	1,068	2,709
750	2,040	0	1,929	194	1,900	0	2,625
788	2,480	724	2,598	923	2,389	852	2,426
1,119	1,883	1,388	1,588	1,239	1,544	1,375	1,819
451	1,888	0	1,578	206	1,648	0	2,063
1,149	2,270	754	1,627	1,002	1,562	1,295	1,942
774	2,393	1,492	1,595	483	1,665	1,831	2,275
1,344	1,011	1,113	1,314	1,340	1,367	1,221	854
1,681	1,094	1,669	730	1,611	795	1,686	1,081
1,514	1,082	1,164	811	1,298	721	1,482	1,070
1,248	1,206	1,110	1,241	1,166	1,175	1,235	1,229
1,518	1,203	1,480	1,289	1,683	1,199	1,330	1,279
1,116	528	899	422	933	495	1,164	373
1,691	855	1,684	1,102	1,684	1,123	1,616	909
1,437	824	1,273	1,122	1,259	1,173	1,369	856
1,292	1,149	1,143	1,062	1,170	1,087	1,264	1,126
1,205	1,353	1,561	1,192	1,532	284	2,216	1,279
1,001	1,101	1,157	1,076	1,270	961	1,025	1,079
2,032	1,383	942	1,881	1,006	1,766	1,978	1,487
1,685	1,077	1,166	2,240	1,412	1,979	1,668	1,109
1,547	1,255	1,514	1,612	1,669	1,435	1,613	1,211
1,238	1,314	954	1,483	1,249	1,401	905	1,433
0	1,347	1,113	1,677	0	1,770	760	1,607
1,013	1,474	1,407	871	1,366	973	1,057	1,370
1,227	1,487	1,394	1,453	1,421	1,351	1,312	1,476
1,045	1,209	1,103	1,046	1,181	1,006	1,068	1,147
1,135	264	921	87	965	342	1,099	0
1,614	166	1,470	414	1,489	255	1,699	222
921	28	942	43	971	64	845	53
704	320	1,265	331	1,130	337	1,012	141
1,339	736	1,037	554	1,051	633	1,318	664
1,403	1,198	1,419	861	1,409	859	1,335	1,278
1,004	858	1,001	672	1,000	684	996	855
1,146	822	792	1,050	928	1,084	1,044	752
1,052	1,148	684	1,926	757	1,796	950	1,307
1,032	1,300	696	1,768	840	1,483	1,312	1,162
1,856	1,178	1,556	1,755	1,709	1,754	1,708	1,174
910	1,247	737	1,818	971	1,741	860	1,141
1,067	1,407	1,309	1,860	1,255	1,921	1,103	1,363
1,368	1,467	1,030	1,760	1,063	1,858	1,236	1,468
1,292	1,435	1,422	1,759	1,470	1,716	1,201	1,522
1,046	1,595	953	1,422	1,045	1,388	875	1,708
148	2,060	281	2,011	372	2,074	121	1,933

2020WP PM Peak Hour REFINED VOLUMES - AUTOS+TRUCKS 2008 VOLUME+ADJUSTED DIFFERENCE								
	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1. Veteran Ave/Sunset Blvd	0	2,173	970	1,385	0	1,660	431	2,437
2. S Beverly Glen Blvd/Sunset Blvd	180	1,686	786	1,727	147	2,293	475	1,463
3. N Beverly Glen Blvd/Sunset Blvd	568	1,298	273	2,017	1,157	1,320	237	1,442
4. Centinela Ave/Wilshire Blvd	45	1,713	169	1,400	99	1,426	48	1,754
5. Bundy Dr/Wilshire Blvd	691	1,702	1,296	1,475	1,195	1,474	718	1,779
6. Barrington Ave/Wilshire Blvd	560	1,894	433	1,614	403	1,621	593	1,883
7. Federal Ave/Wilshire Blvd	1,254	2,730	775	1,633	1,477	2,681	340	1,894
8. Sepulveda Blvd/Wilshire Blvd	569	2,985	997	2,383	1,024	2,476	697	2,736
9. Veteran Ave/Wilshire Blvd	1,081	3,374	1,292	2,825	962	2,786	533	4,290
10. Westwood Blvd/Wilshire Blvd	1,237	2,112	843	2,288	834	2,215	1,092	2,336
11. S Beverly Glen Blvd/Wilshire Blvd	694	1,875	1,050	2,439	839	2,230	963	2,025
12. Santa Monica Blvd/Wilshire Blvd	1,546	2,306	1,074	2,513	1,588	2,011	1,412	2,429
13. Centinela Ave/Santa Monica Blvd	443	948	496	1,226	407	1,262	454	991
14. Bundy Dr/Santa Monica Blvd	881	903	1,443	1,269	1,294	1,269	1,037	898
15. Barrington Ave/Santa Monica Blvd	698	1,223	724	1,358	764	1,308	797	1,135
16. Federal Ave/Santa Monica Blvd	583	1,205	325	1,333	434	1,282	526	1,203
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	1,288	1,994	0	1,791	0	2,076	1,417	1,581
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	0	1,594	2,254	2,257	2,090	2,191	0	1,824
19. Sepulveda Blvd/Santa Monica Blvd	900	1,619	1,285	1,743	1,097	1,683	1,129	1,637
20. Veteran Ave/Santa Monica Blvd	688	1,960	446	2,044	499	1,962	668	2,010
21. Westwood Blvd/Santa Monica Blvd	1,602	1,977	1,408	2,267	1,723	2,212	1,748	1,570
22. Overland Ave/Santa Monica Blvd	86	2,403	446	1,872	0	2,106	555	2,146
23. S Beverly Glen Blvd/Santa Monica Blvd	1,422	2,444	906	1,761	1,273	1,798	1,419	2,041
24. Century Park W/Santa Monica Blvd	0	2,172	755	1,778	0	1,926	342	2,436
25. Ave of the Stars/Santa Monica Blvd	0	1,861	1,352	1,937	12	2,295	671	2,172
26. Century Park E/Santa Monica Blvd	0	1,746	1,179	2,328	0	2,776	733	1,744
27. Bundy Dr/Olympic Blvd	987	1,927	1,835	2,189	1,940	1,964	1,345	1,688
28. Barrington Ave/Olympic Blvd	1,677	1,913	1,357	2,102	1,338	1,909	2,007	1,795
29. Sepulveda Blvd/Olympic Blvd	932	3,106	1,519	2,157	1,604	2,064	1,080	2,963
30. Veteran Ave/Olympic Blvd	554	2,988	233	1,936	369	1,902	488	2,952
31. Westwood Blvd/Olympic Blvd	1,686	3,137	1,134	1,954	1,264	2,085	1,481	3,082
32. Overland Ave/Olympic Blvd	531	3,453	669	2,134	486	2,240	898	3,162
33. S Beverly Glen Blvd/Olympic Blvd	1,415	3,120	668	2,163	871	2,231	1,168	3,097
34. Century Park W/Olympic Blvd	849	2,381	0	2,151	278	2,123	0	2,980
35. Century Park E/Olympic Blvd	971	2,855	825	2,859	971	2,756	966	2,818
36. Sepulveda Blvd/Pico Blvd	1,190	2,145	1,572	1,746	1,365	1,715	1,535	2,035
37. Veteran Ave/Pico Blvd	551	2,113	0	1,749	236	1,854	0	2,325
38. Westwood Blvd/Pico Blvd	1,290	2,477	935	1,811	1,161	1,687	1,496	2,169
39. Overland Ave/Pico Blvd	959	2,690	1,647	1,720	604	1,880	2,050	2,482
40. Fairfax Ave/3rd St	1,451	1,114	1,266	1,551	1,512	1,560	1,304	1,015
41. La Brea Ave/3rd St	1,851	1,247	1,921	866	1,832	955	1,842	1,252
42. Highland Ave/3rd St	1,657	1,261	1,351	943	1,477	858	1,640	1,237
43. Western Ave/3rd St	1,406	1,383	1,331	1,422	1,376	1,342	1,414	1,416
44. Vermont Ave/3rd St	1,696	1,386	1,826	1,415	2,018	1,283	1,515	1,508
45. Fairfax Ave/6th St	1,199	635	1,074	503	1,096	605	1,264	447
46. La Brea Ave/6th St	1,847	1,006	1,935	1,234	1,936	1,278	1,712	1,097
47. Highland Ave/6th St	1,595	962	1,463	1,277	1,446	1,327	1,519	1,007
48. Western Ave/6th St	1,432	1,394	1,355	1,236	1,389	1,250	1,390	1,389
49. Vermont Ave/6th St	1,390	1,575	1,879	1,314	1,893	496	2,295	1,475
50. Alvarado St/6th St	1,163	1,299	1,430	1,181	1,464	1,109	1,227	1,274
51. San Vicente Blvd/Wilshire Blvd	2,207	1,544	1,253	2,040	1,206	1,853	2,266	1,720
52. Fairfax Ave/Wilshire Blvd	1,785	1,183	1,443	2,132	1,587	2,000	1,738	1,219
53. La Brea Ave/Wilshire Blvd	1,643	1,303	1,735	1,644	1,920	1,400	1,794	1,211
54. Highland Ave/Wilshire Blvd	1,388	1,295	1,090	1,448	1,439	1,315	986	1,481
55. Crenshaw Blvd/Wilshire Blvd	0	1,354	1,313	1,576	0	1,713	886	1,643
56. Western Ave/Wilshire Blvd	1,139	1,468	1,632	847	1,578	899	1,267	1,358
57. Vermont Ave/Wilshire Blvd	1,306	1,501	1,810	1,402	1,739	1,367	1,472	1,461
58. Alvarado St/Wilshire Blvd	1,247	1,426	1,366	1,188	1,454	1,110	1,310	1,352
59. Fairfax Ave/8th St	1,205	403	1,168	151	1,242	476	1,207	0
60. La Brea Ave/8th St	1,795	236	1,736	484	1,710	355	1,891	296
61. Highland Ave/8th St	1,002	186	1,035	143	1,107	211	924	123
62. Crenshaw Blvd/8th St	830	423	1,438	366	1,330	409	1,154	163
63. Western Ave/8th St	1,544	851	1,254	636	1,260	725	1,506	794
64. Vermont Ave/8th St	1,587	1,428	1,654	1,030	1,650	1,031	1,493	1,525
65. Alvarado St/8th St	1,190	1,078	1,209	794	1,254	820	1,163	1,035
66. Fairfax Ave/San Vicente Blvd	1,296	1,130	1,018	1,304	1,192	1,313	1,231	1,010
67. Fairfax Ave/Olympic Blvd	1,239	1,366	733	2,308	983	2,034	1,018	1,610
68. San Vicente Blvd/Olympic Blvd	1,261	1,566	957	2,006	1,148	1,780	1,485	1,380
69. La Brea Ave/Olympic Blvd	2,048	1,448	1,806	2,046	1,975	1,984	1,949	1,440
70. Highland Ave/Olympic Blvd	976	1,522	805	2,048	1,057	1,970	916	1,411
71. Crenshaw Blvd/Olympic Blvd	1,209	1,715	1,496	2,122	1,428	2,192	1,240	1,679
72. Western Ave/Olympic Blvd	1,533	1,780	1,194	1,984	1,241	2,094	1,400	1,757
73. Vermont Ave/Olympic Blvd	1,432	1,803	1,605	1,982	1,671	1,950	1,357	1,844
74. Alvarado St/Olympic Blvd	1,227	1,872	1,121	1,604	1,264	1,555	1,009	1,995
75. Comstock Ave/Wilshire Blvd	128	2,359	281	2,311	422	2,358	121	2,180

2020WP Alt 3 PM FINAL LINK VOLUMES - TOTAL
AUTOS+TRUCKS

INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	Total In	Total Out
1. Veteran Ave/Sunset Blvd	970	431	0	0	1,385	2,437	2,173	1,660	4,528	4,528
2. S Beverly Glen Blvd/Sunset Blvd	786	475	180	147	1,727	1,463	1,686	2,293	4,379	4,378
3. N Beverly Glen Blvd/Sunset Blvd	273	237	568	1,157	2,017	1,442	1,298	1,320	4,156	4,156
4. Centinela Ave/Wilshire Blvd	169	48	45	99	1,400	1,754	1,713	1,426	3,327	3,327
5. Bundy Dr/Wilshire Blvd	1,296	718	691	1,195	1,475	1,779	1,702	1,474	5,164	5,165
6. Barrington Ave/Wilshire Blvd	433	593	560	403	1,614	1,883	1,894	1,621	4,500	4,500
7. Federal Ave/Wilshire Blvd	775	340	1,254	1,477	1,633	1,894	2,730	2,681	6,392	6,392
8. Sepulveda Blvd/Wilshire Blvd	997	697	569	1,024	2,383	2,736	2,985	2,476	6,934	6,933
9. Veteran Ave/Wilshire Blvd	1,292	533	1,081	962	2,825	4,290	3,374	2,786	8,572	8,571
10. Westwood Blvd/Wilshire Blvd	843	1,092	1,237	834	2,288	2,336	2,112	2,215	6,480	6,477
11. S Beverly Glen Blvd/Wilshire Blvd	1,050	963	694	839	2,439	2,025	1,875	2,230	6,058	6,057
12. Santa Monica Blvd/Wilshire Blvd	1,074	1,412	1,546	1,588	2,513	2,429	2,306	2,011	7,439	7,439
13. Centinela Ave/Santa Monica Blvd	496	454	443	407	1,226	991	948	1,262	3,114	3,114
14. Bundy Dr/Santa Monica Blvd	1,443	1,037	881	1,294	1,269	898	903	1,269	4,496	4,498
15. Barrington Ave/Santa Monica Blvd	724	797	698	764	1,358	1,135	1,223	1,308	4,003	4,003
16. Federal Ave/Santa Monica Blvd	325	526	583	434	1,333	1,203	1,205	1,282	3,445	3,446
17. I-405 SB Ramps-Beloit Ave/Santa Monica Blvd	0	1,417	1,288	0	1,791	1,581	1,994	2,076	5,074	5,074
18. I-405 NB Ramps-Cotner Ave/Santa Monica Blv	2,254	0	0	2,090	2,257	1,824	1,594	2,191	6,105	6,105
19. Sepulveda Blvd/Santa Monica Blvd	1,285	1,129	900	1,097	1,743	1,637	1,619	1,683	5,546	5,546
20. Veteran Ave/Santa Monica Blvd	446	668	688	499	2,044	2,010	1,960	1,962	5,139	5,139
21. Westwood Blvd/Santa Monica Blvd	1,408	1,748	1,602	1,723	2,267	1,570	1,977	2,212	7,253	7,253
22. Overland Ave/Santa Monica Blvd	446	555	86	0	1,872	2,146	2,403	2,106	4,807	4,807
23. S Beverly Glen Blvd/Santa Monica Blvd	906	1,419	1,422	1,273	1,761	2,041	2,444	1,798	6,533	6,532
24. Century Park W/Santa Monica Blvd	755	342	0	0	1,778	2,436	2,172	1,926	4,705	4,704
25. Ave of the Stars/Santa Monica Blvd	1,352	671	0	12	1,937	2,172	1,861	2,295	5,150	5,151
26. Century Park E/Santa Monica Blvd	1,179	733	0	0	2,328	1,744	1,746	2,776	5,253	5,252
27. Bundy Dr/Olympic Blvd	1,835	1,345	987	1,940	2,189	1,688	1,927	1,964	6,937	6,937
28. Barrington Ave/Olympic Blvd	1,357	2,007	1,677	1,338	2,102	1,795	1,913	1,909	7,050	7,050
29. Sepulveda Blvd/Olympic Blvd	1,519	1,080	932	1,604	2,157	2,963	3,106	2,064	7,713	7,711
30. Veteran Ave/Olympic Blvd	233	488	554	369	1,936	2,952	2,988	1,902	5,710	5,711
31. Westwood Blvd/Olympic Blvd	1,134	1,481	1,686	1,264	1,954	3,082	3,137	2,085	7,912	7,913
32. Overland Ave/Olympic Blvd	669	898	531	486	2,134	3,162	3,453	2,240	6,788	6,786
33. S Beverly Glen Blvd/Olympic Blvd	668	1,168	1,415	871	2,163	3,097	3,120	2,231	7,367	7,367
34. Century Park W/Olympic Blvd	0	0	849	278	2,151	2,980	2,381	2,123	5,381	5,381
35. Century Park E/Olympic Blvd	825	966	971	971	2,859	2,818	2,855	2,756	7,510	7,511
36. Sepulveda Blvd/Pico Blvd	1,572	1,535	1,190	1,365	1,746	2,035	2,145	1,715	6,652	6,650
37. Veteran Ave/Pico Blvd	0	0	551	236	1,749	2,325	2,113	1,854	4,412	4,414
38. Westwood Blvd/Pico Blvd	935	1,496	1,290	1,161	1,811	2,169	2,477	1,687	6,514	6,513
39. Overland Ave/Pico Blvd	1,647	2,050	959	604	1,720	2,482	2,690	1,880	7,016	7,016
40. Fairfax Ave/3rd St	1,266	1,304	1,451	1,512	1,551	1,015	1,114	1,560	5,383	5,392
41. La Brea Ave/3rd St	1,921	1,842	1,851	1,832	866	1,252	1,247	955	5,884	5,881
42. Highland Ave/3rd St	1,351	1,640	1,657	1,477	943	1,237	1,261	858	5,213	5,213
43. Western Ave/3rd St	1,331	1,414	1,406	1,376	1,422	1,416	1,383	1,342	5,542	5,548
44. Vermont Ave/3rd St	1,826	1,515	1,696	2,018	1,415	1,508	1,386	1,283	6,324	6,324
45. Fairfax Ave/6th St	1,074	1,264	1,199	1,096	503	447	635	605	3,411	3,412
46. La Brea Ave/6th St	1,935	1,712	1,847	1,936	1,234	1,097	1,006	1,278	6,022	6,023
47. Highland Ave/6th St	1,463	1,519	1,595	1,446	1,277	1,007	962	1,327	5,298	5,299
48. Western Ave/6th St	1,355	1,390	1,432	1,389	1,236	1,389	1,394	1,250	5,418	5,418
49. Vermont Ave/6th St	1,879	2,295	1,390	1,893	1,314	1,475	1,575	496	6,159	6,160
50. Alvarado St/6th St	1,430	1,227	1,163	1,464	1,181	1,274	1,299	1,109	5,073	5,074
51. San Vicente Blvd/Wilshire Blvd	1,253	2,266	2,207	1,206	2,040	1,720	1,544	1,853	7,043	7,045
52. Fairfax Ave/Wilshire Blvd	1,443	1,738	1,785	1,587	2,132	1,219	1,183	2,000	6,544	6,545
53. La Brea Ave/Wilshire Blvd	1,735	1,794	1,643	1,920	1,644	1,211	1,303	1,400	6,325	6,325
54. Highland Ave/Wilshire Blvd	1,090	986	1,388	1,439	1,448	1,481	1,295	1,315	5,220	5,221
55. Crenshaw Blvd/Wilshire Blvd	1,313	886	0	0	1,576	1,643	1,354	1,713	4,244	4,243
56. Western Ave/Wilshire Blvd	1,632	1,267	1,139	1,578	847	1,358	1,468	899	5,086	5,101
57. Vermont Ave/Wilshire Blvd	1,810	1,472	1,306	1,739	1,402	1,461	1,501	1,367	6,018	6,039
58. Alvarado St/Wilshire Blvd	1,366	1,310	1,247	1,454	1,188	1,352	1,426	1,110	5,226	5,226
59. Fairfax Ave/8th St	1,168	1,207	1,205	1,242	151	0	403	476	2,926	2,925
60. La Brea Ave/8th St	1,736	1,891	1,795	1,710	484	296	236	355	4,251	4,251
61. Highland Ave/8th St	1,035	924	1,002	1,107	143	123	186	211	2,366	2,366
62. Crenshaw Blvd/8th St	1,438	1,154	830	1,330	366	163	423	409	3,058	3,057
63. Western Ave/8th St	1,254	1,506	1,544	1,260	636	794	851	725	4,285	4,285
64. Vermont Ave/8th St	1,654	1,493	1,587	1,650	1,030	1,525	1,428	1,031	5,699	5,699
65. Alvarado St/8th St	1,209	1,163	1,190	1,254	794	1,035	1,078	820	4,273	4,274
66. Fairfax Ave/San Vicente Blvd	1,018	1,231	1,296	1,192	1,304	1,010	1,130	1,313	4,747	4,747
67. Fairfax Ave/Olympic Blvd	733	1,018	1,239	983	2,308	1,610	1,366	2,034	5,646	5,645
68. San Vicente Blvd/Olympic Blvd	957	1,485	1,261	1,148	2,006	1,380	1,566	1,780	5,790	5,792
69. La Brea Ave/Olympic Blvd	1,806	1,949	2,048	1,975	2,046	1,440	1,448	1,984	7,348	7,348
70. Highland Ave/Olympic Blvd	805	916	976	1,057	2,048	1,411	1,522	1,970	5,351	5,353
71. Crenshaw Blvd/Olympic Blvd	1,496	1,240	1,209	1,428	2,122	1,679	1,715	2,192	6,542	6,540
72. Western Ave/Olympic Blvd	1,194	1,400	1,533	1,241	1,984	1,757	1,780	2,094	6,491	6,492
73. Vermont Ave/Olympic Blvd	1,605	1,357	1,432	1,671	1,982	1,844	1,803	1,950	6,822	6,821
74. Alvarado St/Olympic Blvd	1,121	1,009	1,227	1,264	1,604	1,995	1,872	1,555	5,824	5,823
75. Comstock Ave/Wilshire Blvd	281	121	128	422	2,311	2,180	2,359	2,358	5,079	5,081

APPENDIX D: CONCEPTUAL PLANS



STREET RESURFACING PROJECT
BUNDY DRIVE–PICO BLVD. TO OLY
F.Y. 2004–2005

SUBMITTED JUNE 9 20 05	RECOMMENDED JUNE
TIM CONGER	JUDY
Transportation Engineer	Senior Transport
INSTALLATION DATES	C
MARKOUT BEGAN:	DEPARTM
	WAYNE

ENGTH OF DESIGN : 1600' ±

WESTWOOD BLVD
SANTA MONICA BLVD
CR=25'
CR=10'
20'
19'
15'
R=1010'
R=1000'
140'
JOIN
R=990'
R=980'
14'
R60'
16'
18'
R=510'
R=520'
R=530'
R=540'
R=550'
R=560'
10'
12'
100'
250'
124' GAP
178'
221 ft
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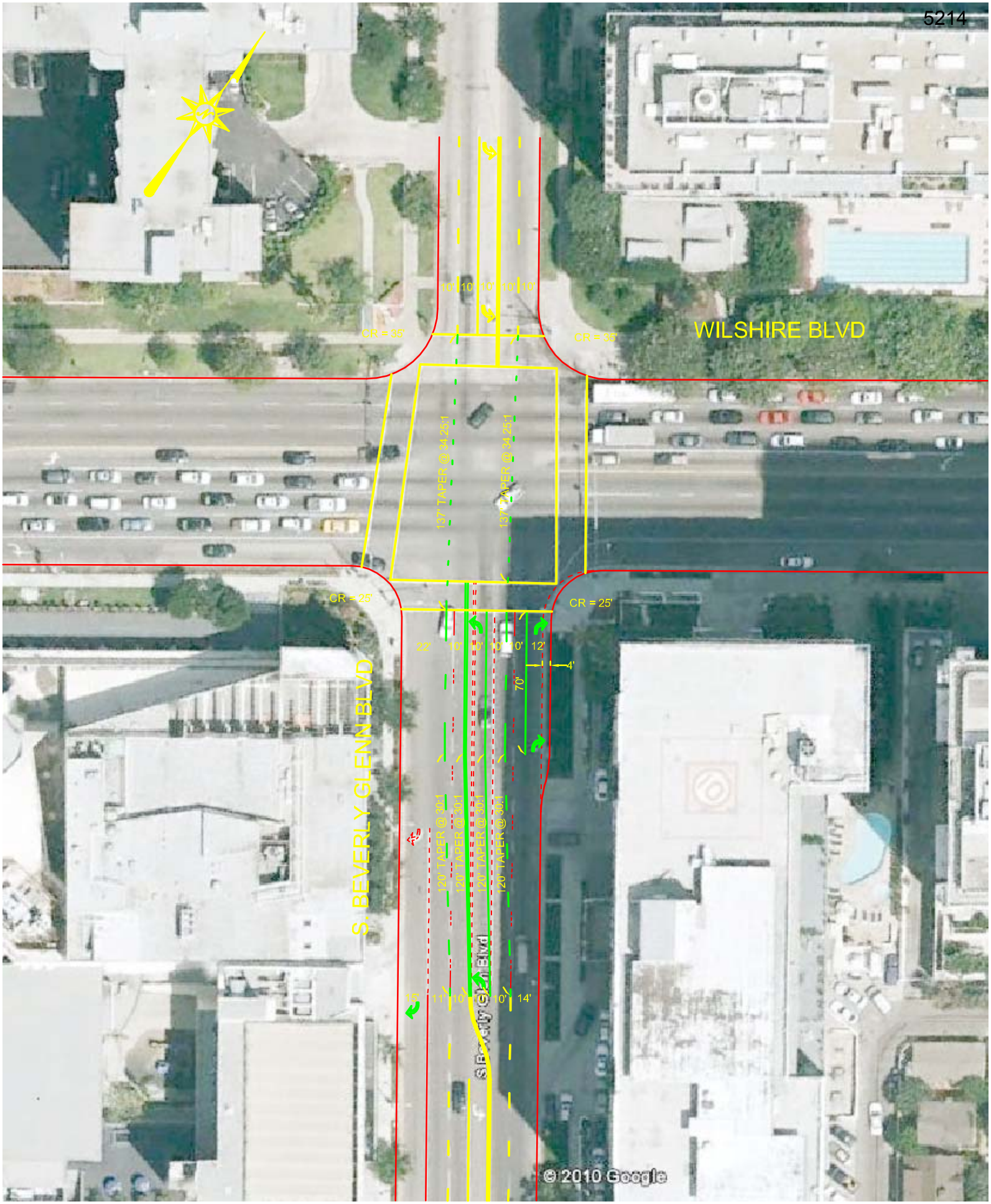
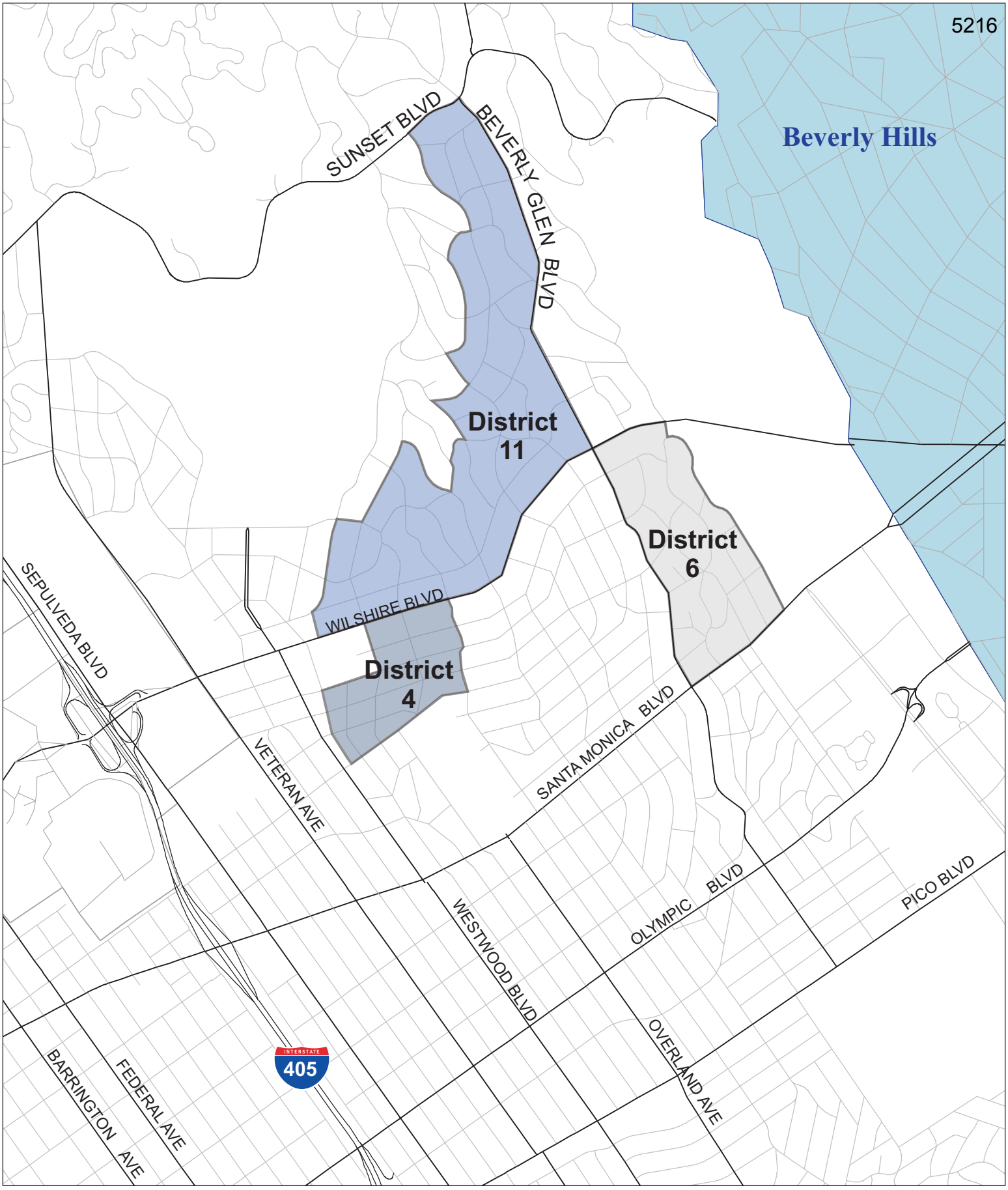

5214
WILSHIRE BLVD
S. BEVERLY GLENN BLVD
S Beverly Glen Blvd
CR = 35'
CR = 35'
CR = 25'
CR = 25'
10' 10' 10' 10' 10'
137' TAPER @ 34.25:1
137' TAPER @ 34.25:1
22'
10'
10'
10'
10'
12'
4'
70'
120' TAPER @ 30:1
120' TAPER @ 30:1
120' TAPER @ 30:1
120' TAPER @ 30:1
10'
11'
10'
10'
14'
© 2010 Google

APPENDIX E: WILSHIRE BOULEVARD PARKING INVENTORY



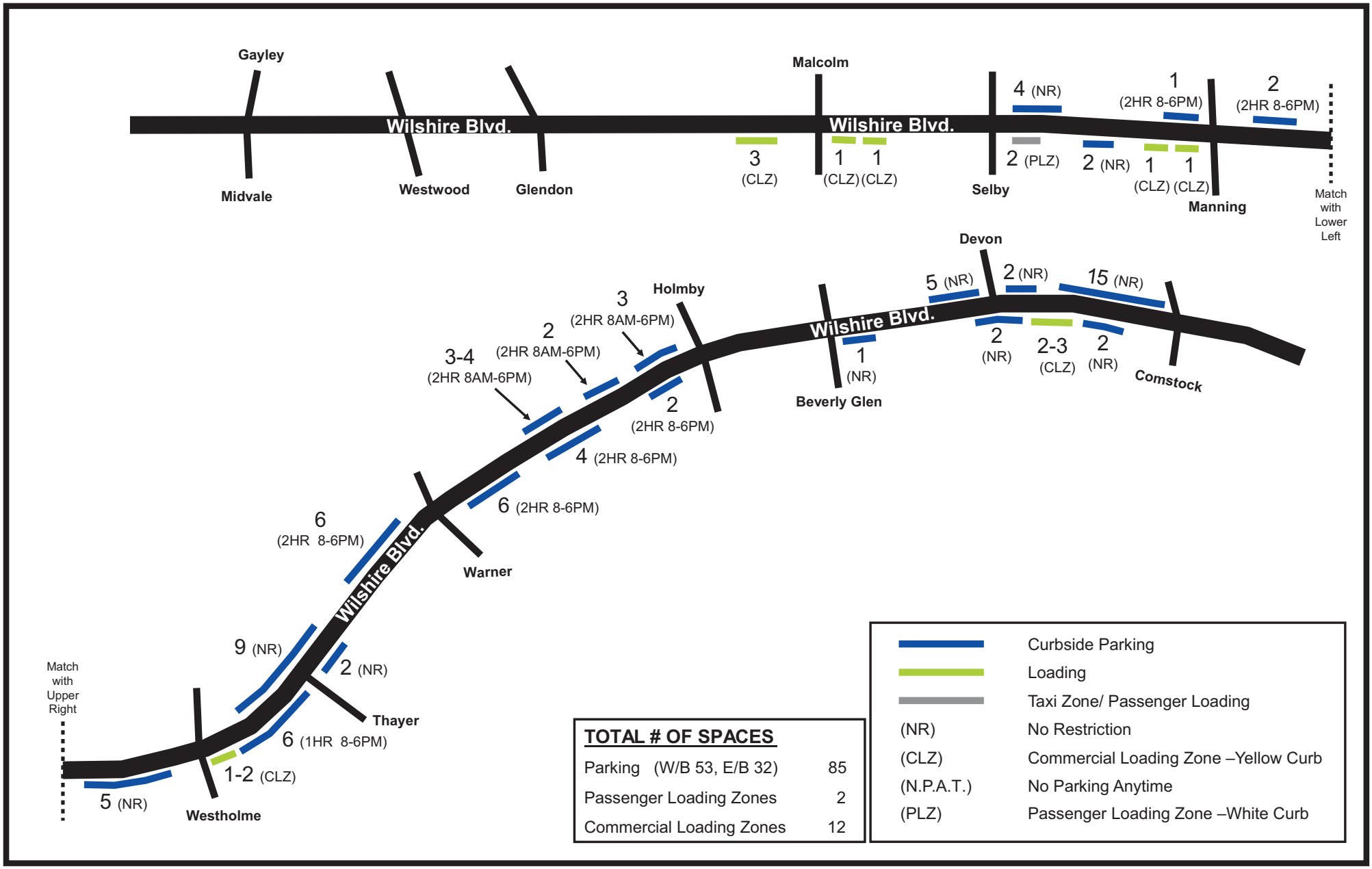
ITERIS Innovation for better mobility

Wilshire Blvd Bus Lane
Traffic Impact Analysis

Preferential Parking Districts

Q:\2008\16\Jobs\J08-1643 Wilshire Bus Lane\gra\BaseMap_StudyInt.cdr

Peak Hour Parking Spaces and Loading Zones Eliminated by Proposed Project



TOTAL # OF SPACES	
Parking (W/B 53, E/B 32)	85
Passenger Loading Zones	2
Commercial Loading Zones	12

Air Quality Assessment Report

for the

Los Angeles County Metropolitan Transportation Authority
Wilshire Bus Rapid Transit Project

County of Los Angeles, California

~~**April 2010**~~**March 2011**

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Acronyms and Abbreviations

°F	Fahrenheit
Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GWP	Global Warming Potential
HRA	health risk assessment
LOS	level of service
LST	Localized Significance Threshold
MATES III	Multiple Air Toxics Exposure Study III
MPO	metropolitan planning organization
NO_X	nitrogen oxides
O_3	ozone
RCPG	Regional Comprehensive Plan and Guide
ROG	reactive organic gases
~~RTIP~~	~~Regional Transportation Improvement Program~~
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SIP	State Implementation Plan
SRA	Source Receptor Area
TAC	toxic air contaminant
V/C	vehicle to capacity
VMT	vehicle miles traveled

Air Quality Assessment Report for the Wilshire Bus Rapid Transit Project

Executive Summary

This report provides an analysis of potential air quality impacts related to the Los Angeles County Metropolitan Transportation Authority (LACMTA) Wilshire Bus Rapid Transit (BRT) Project along a 12.5-mile portion of Wilshire Boulevard, between downtown Los Angeles and the City of Santa Monica.

All analyses have been conducted to comply with the South Coast Air Quality Management District (SCAQMD) requirements for air quality assessments to satisfy California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and Transportation Conformity Determination requirements. The analyses findings are as follows.

- Project emissions during construction and operations would remain below SCAQMD regional and localized mass emissions thresholds~~, as well as General Conformity thresholds~~.
- The proposed project's carbon monoxide (CO) emissions during long-term project operations would not create any new or exacerbate any existing CO hot spots.
- The proposed project would be consistent with air quality policies set forth by the SCAQMD and the Southern California Association of Governments (SCAG) as presented in the region's most recent Air Quality Management Plan (AQMP).
- The proposed project would not conflict with the State's goals of reducing GHG emissions to 1990 levels by 2020 relative to construction emissions.
- The proposed project would not result in a cumulative air quality impact.
- The proposed project would be exempt from the requirement to determine transportation conformity per 40 CFR 93.126.

1.0 Introduction

1.1 Purpose

ICF International (ICF) was retained by the Los Angeles County Metropolitan Transportation Authority (LACMTA) to evaluate the potential air quality impacts that may occur due to the construction and operations of the proposed Wilshire Bus Rapid Transit (BRT) Project. The project is along a 12.5-mile corridor of Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica.

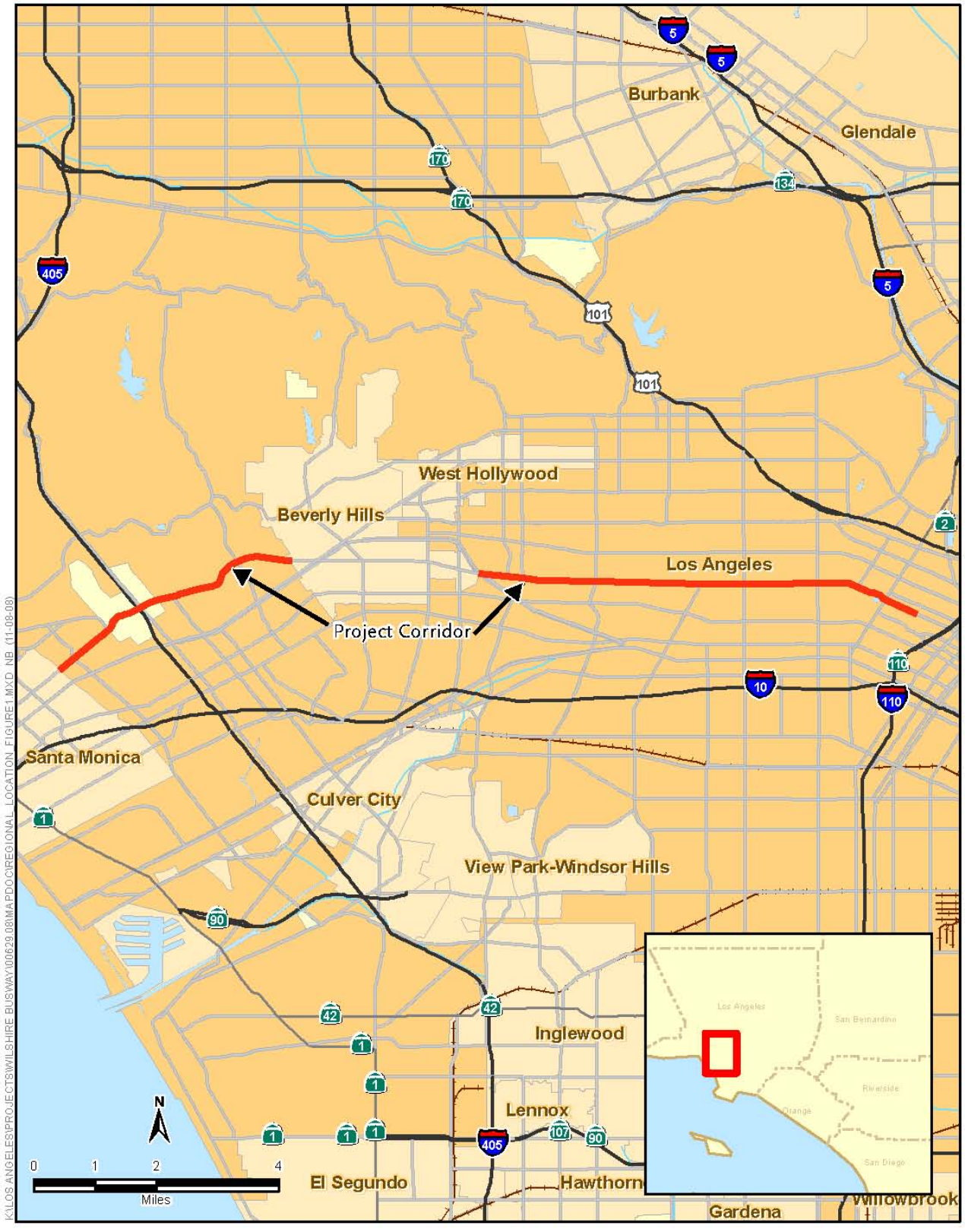
1.2 Project Site Location

Wilshire Boulevard, the project corridor, traverses five community plan areas within the City of Los Angeles. The community plan areas that encompass the project corridor include Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades. The project corridor extends 12.5 miles along Wilshire Boulevard between just west of downtown Los Angeles at Valencia Street, to the east, and the eastern boundary of the City of Santa Monica at Centinela Avenue, to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. The majority of the project falls within the densely populated mid-western area of the City of Los Angeles. A small portion of the project corridor, between Veteran Avenue and Federal Avenue, near the Veterans Administration facilities, is within Los Angeles County jurisdiction. The Wilshire Corridor is a densely populated, highly developed, inner urban region with extensive commercial and nearby residential uses. Regional access to the Wilshire Corridor is provided by a large number of intersecting streets, including Alvarado Street, Hoover Street, Vermont Avenue, Western Avenue, Crenshaw Boulevard, Highland Avenue, La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, La Cienega Boulevard, Robertson Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, Westwood Boulevard, Overland Avenue, Sepulveda Boulevard, the San Diego Freeway (Interstate 405), and Centinela Avenue. The project site location, in a regional and local context, is shown in Figures 1 and 2 respectively.

1.3 Project Description

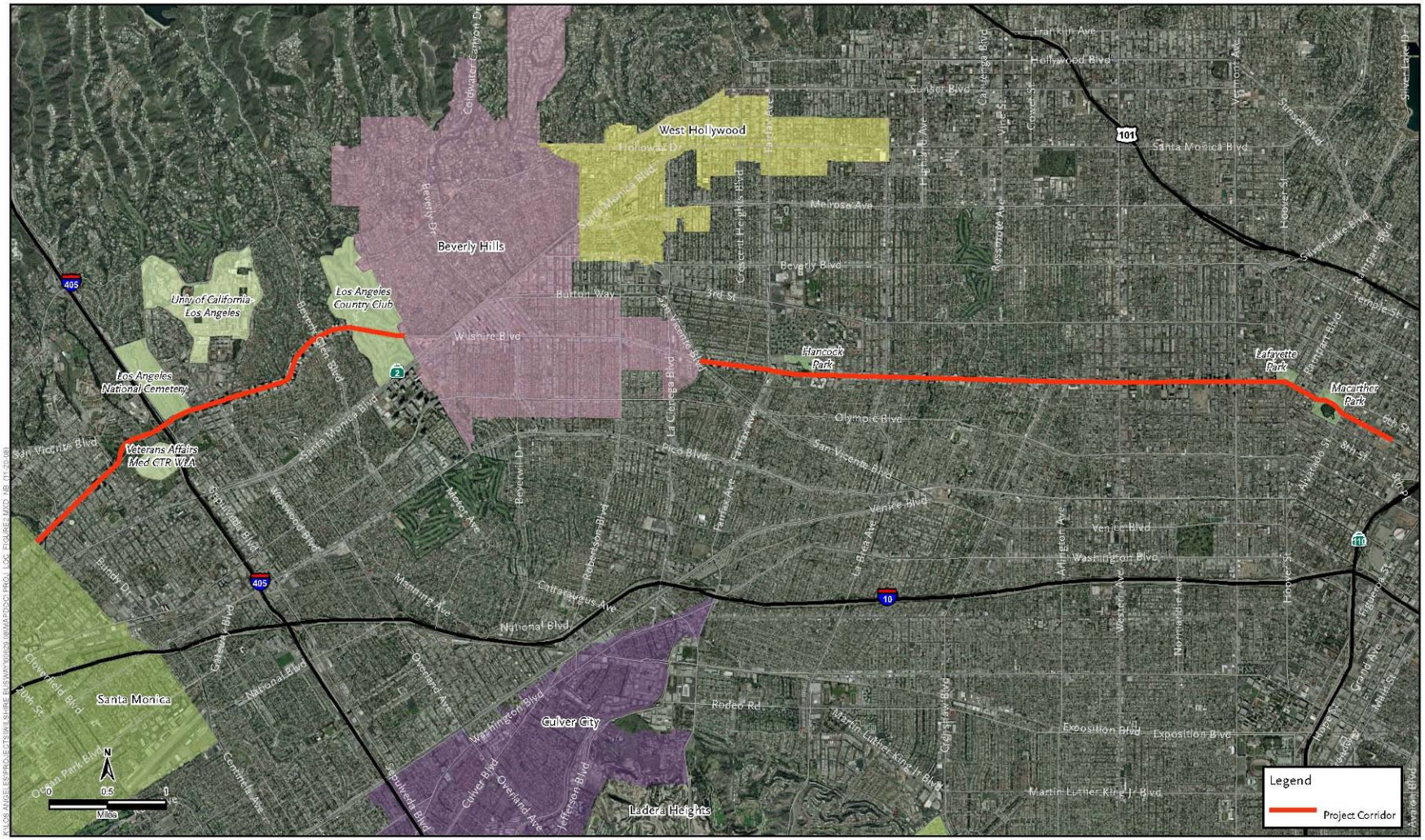
A number of improvements are required as part of the proposed project. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to weekday peak period bus lanes in each direction; upgrade of the existing transit signal priority system; selective street widening; street reconstruction/repaving in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated weekday peak period bus lanes.

Figure 1 – Regional Location



SOURCE: ESRI Streetmap USA (2007)

Figure 2 – Local Vicinity



SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

A variety of activities are proposed along the entire length of the project corridor within the City's boundaries (approximately 9.1 miles). Most of the existing curb lanes on Wilshire Boulevard are within the City of Los Angeles and would be "converted" to a bus and right-turn only operation during the weekday peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.). In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard through some selective street widening and jut-out removal. Upgrades to the existing transit signal priority system would also be implemented, including the following: (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept); (2) increase in maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections; and, (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor.

A portion of the project corridor is under County jurisdiction, between Veteran Avenue and Federal Avenue (approximately 0.8 miles) near the Veterans Administration facilities. Key elements of the County's project scope include widening Wilshire Boulevard between Federal Avenue and Bonsall Avenue, reduction of adjacent sidewalks to a uniform width of 10 feet, traffic lane restriping, adjustments to geometrics and traffic signal, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

The 2.6 mile-segment of Wilshire Boulevard within the City of Beverley Hills is excluded from this project.

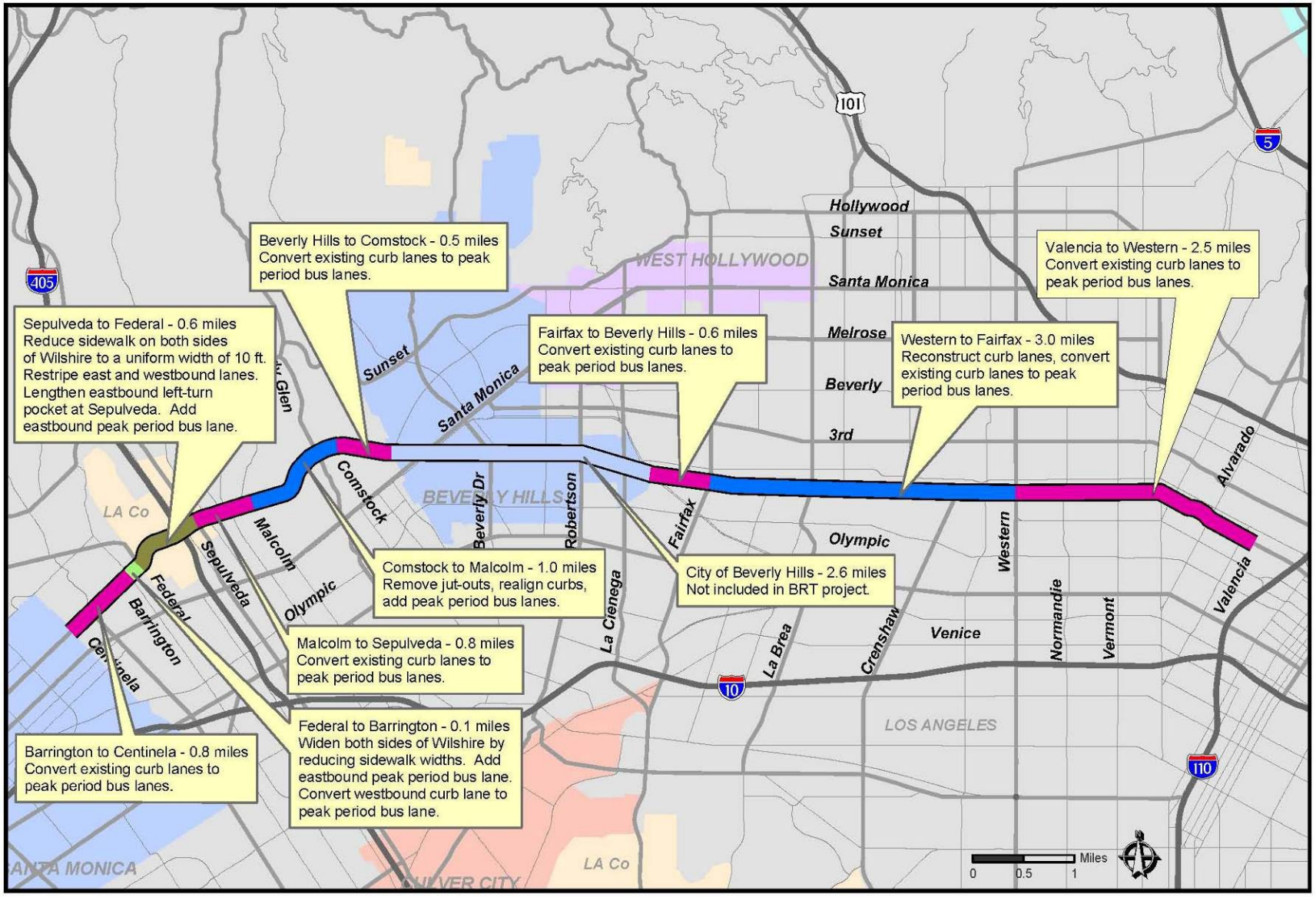
Geographically, the key elements of the proposed project can be discussed based upon specific segments of the 12.5-mile Wilshire Boulevard Corridor under consideration. These improvements are presented in Figure 3, which shows the different segments of Wilshire Boulevard between Valencia Street to the east and Centinela Avenue to the west, excluding the portion in the City of Beverly Hills. Proposed in both the eastbound and westbound directions, from east to west, these project segments can be summarized as follows:

- From Valencia Street to Western Avenue (approximately 2.5 miles), existing curb lanes would be converted to peak period bus lanes.
- From Western Avenue to Fairfax Avenue (approximately 3.0 miles), curb lanes would be reconstructed/resurfaced and converted to peak period bus lanes. The curb lanes in this segment have deteriorated to the point that both buses and vehicles seldom use the lanes because of extreme rough and uneven pavement conditions. Reconstruction of the roadway base (below the pavement surface) and curb and gutters, where damaged, would not only allow buses to consistently use the curb lanes but also improve the traffic capacity of the two adjacent lanes (in each direction) by moving buses from the curb-adjacent lanes to the curb lanes, thereby improving both the vehicular and transit levels of service in this segment.
- From Fairfax Avenue to the Beverly Hills city limits at the intersection of San Vicente Boulevard and Wilshire Boulevard (approximately 0.6 mile),

existing curb lanes would be converted to peak period bus lanes. The lanes in this segment need only minor surface repairs.

- Within the Beverly Hills city limits (2.6 miles), no bus lanes would be implemented.
- From the Beverly Hills city limits, west of the intersection of Wilshire Boulevard and Santa Monica Boulevard, to Comstock Avenue (approximately 0.5 mile), existing curb lanes would be converted to peak period bus lanes.
- From Comstock Avenue to Malcolm Avenue (approximately 1.0 mile), various curb improvements, including jut-out removal and realignment of curbs, would be necessary. This would allow the realignment of curbs to create new curb lanes, thereby adding peak period bus lanes. A number of parking spaces would be removed in this segment as a result of the removal of the curb jut-outs.
- From Malcolm Avenue to Sepulveda Boulevard (approximately 0.8 mile), existing mixed flow curb lanes would be converted to peak period bus lanes.
- From Sepulveda Boulevard to Bonsall Avenue (approximately 0.2 mile), no bus lanes would be implemented. However, at Sepulveda Boulevard, the eastbound left-turn pocket would be lengthened by approximately 470 feet to accommodate a greater number of vehicles that are currently queued in the No. 1 eastbound traffic lane, resulting in full use of the No. 1 lane for through traffic movements.
- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width of 10 feet. Both east and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on the north and south sides, allowing restriping of the street and creation of a new eastbound peak period bus lane and conversion of the existing westbound curb lane to a peak period bus lane. The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. The widening of this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Centinela Avenue to Bonsall Avenue.
- From Barrington Avenue to Centinela Avenue (approximately 0.8 mile), existing curb lanes would be converted to peak period bus lanes.

Figure 3 – Proposed Project Corridor Plan



Alternative A – Truncated Project Without Jut-out Removal

This alternative would include the development of an 8.7-mile bus lane from the Wilshire/S. Park View intersection to the Wilshire/Centinela intersection. This alternative would eliminate the bus lane from Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock and Malcolm Avenue (1.0 miles). The existing traffic lane would be converted to a bus lane in each direction between Comstock and Malcolm Avenue. In addition, Alternative A includes an additional 1.8 miles of curb lane reconstruction/resurfacing along Wilshire Boulevard.

The three key differences between this alternative and the proposed project are summarized, from east to west (in both the eastbound and westbound directions), as follows:

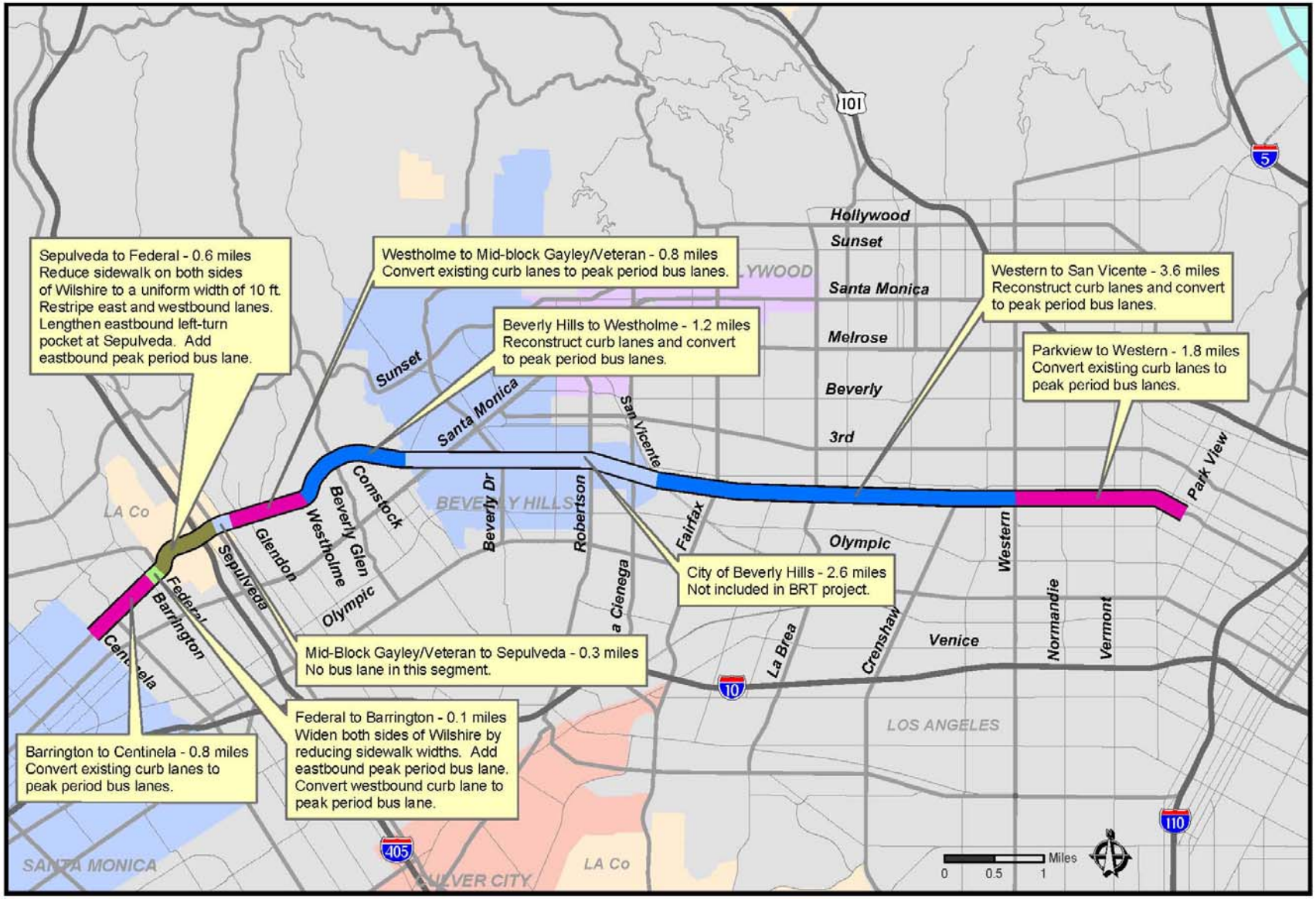
- Elimination of the bus lane between Valencia Street and S. Park View Street;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue;
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps; and
- Additional reconstruction and resurfacing of curb lanes between Fairfax Avenue and San Vicente Boulevard and between the western boundary of the City of Beverly Hills to Westholme Avenue.

Figure 4 shows the improvements proposed under Alternative A from S. Park View Street on the eastern end to Centinela Avenue on the western end.

Alternative A-1: Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue

Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue includes the development of 7.7 miles of bus lanes as compared to the 9.7 miles with the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from Valencia Avenue to South Park View Street, totaling 0.7 mile; from Comstock Avenue to Selby Avenue, totaling 1.0 mile; and from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-1, an additional 0.6 mile of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a transit signal priority (TSP)

Figure 4 – Alternative A - Truncated Project Without Jut-Out Removal



communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as follows and as presented in Figure 5 below:

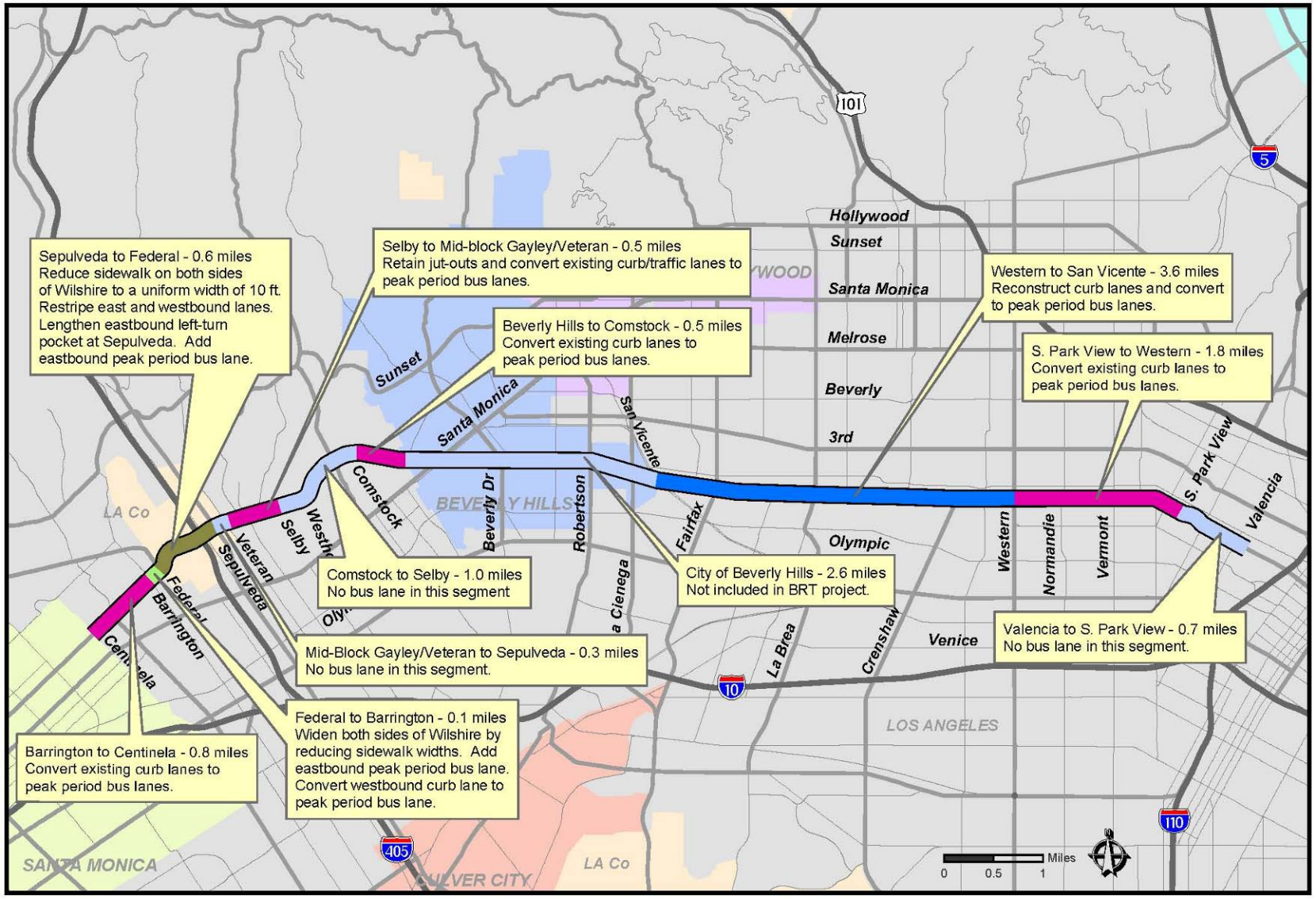
- Elimination of the bus lane between Valencia Street and South Park View Street;
- Inclusion of an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard;
- Elimination of the bus lane between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue);
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-2: Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard

Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard includes the development of 5.4 miles of bus lanes within the project limits of Wilshire Boulevard and Valencia Street to Wilshire Boulevard and Centinela Avenue, as compared to the 9.7 miles developed under the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from the western border of the City of Beverly Hills to Centinela Avenue, totaling 3.8 miles. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-2, up to an additional 2.0 miles of curb lane reconstruction/resurfacing would occur between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a TSP communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as follows and as presented in Figure 6 below:

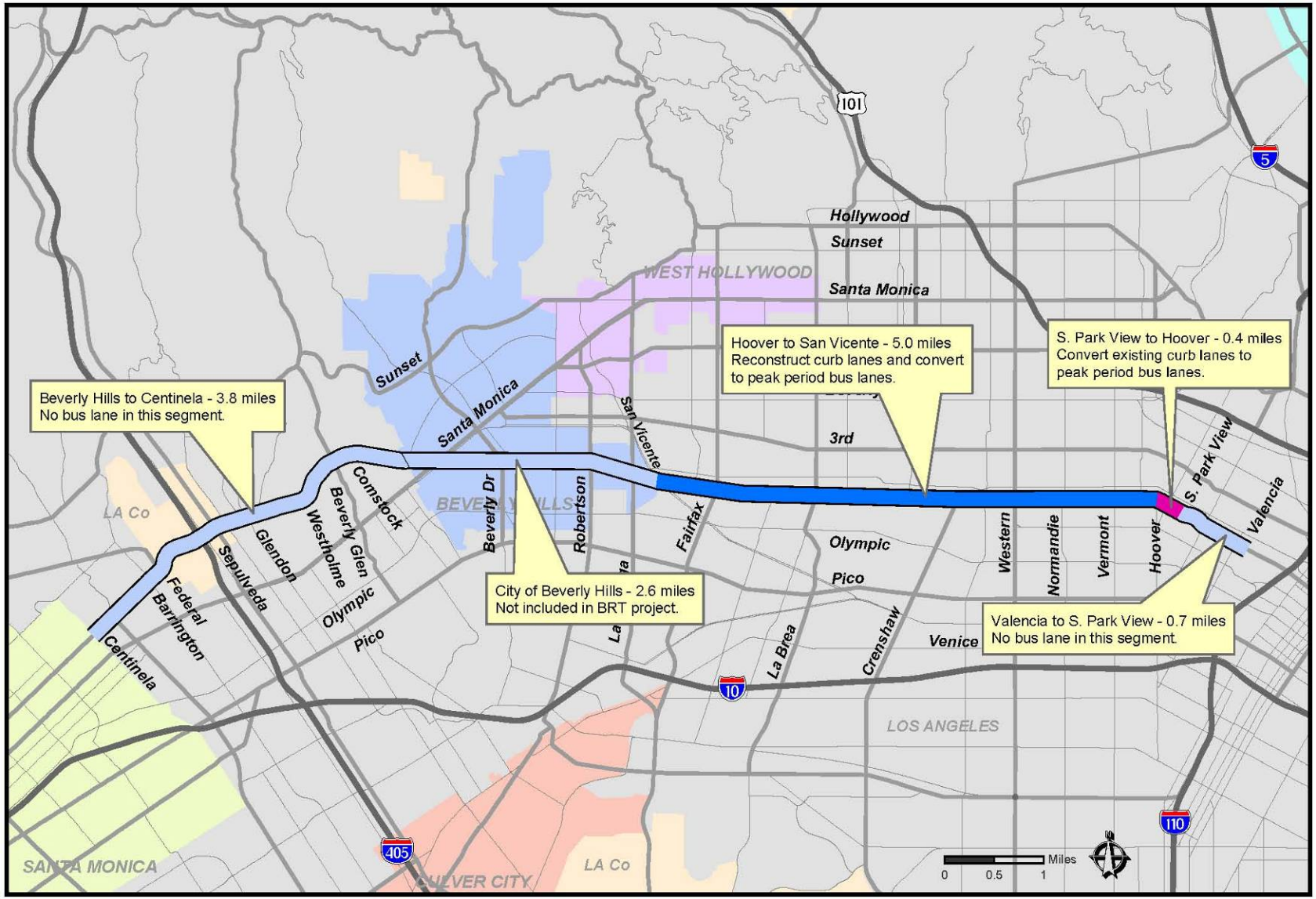
- Elimination of the bus lane between Valencia Street and South Park View Street;
- Inclusion of up to an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard;
- Elimination of the bus lane from the western border of the City of Beverly Hills to Centinela Avenue; and
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

Figure 5: Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue



Source: LACMTA, 2010.

Figure 6: Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard



2.0 Environmental Setting

This section provides a description of relevant air pollutants and provides a discussion of the existing regulatory and physical setting as they relate to air quality. This assessment includes a discussion of applicable significance criteria and analysis methodologies outlined in the following SCAQMD guidance documents:

- CEQA Air Quality Handbook (1993),
- Localized Significance Threshold Methodology for CEQA Evaluations (2003), and
- Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology (2006).

Impacts under NEPA were evaluated consistent with the U. S. Environmental Protection Agency (USEPA) Transportation Conformity Rule.

Based on these above-referenced guidance documents, this assessment evaluates the short-term construction period and long-term operational period impacts on localized and regional air quality that would result with development of the proposed project.

2.1 Description of Relevant Air Pollutants

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), sulfur dioxide (SO_2), and most fine particulate matter (PM_{10}, $PM_{2.5}$), including lead (Pb) and fugitive dust, are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants. Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.[1]
Reactive Organic Gases (ROG) are compounds made up primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROG but rather by reactions of ROG to form secondary pollutants such as ozone.[2]

Nitrogen Oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Nitrogen Dioxide (NO_2) is a by-product of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis.

[1] South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.
[2] Ibid.

Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of $PM_{10.}$ NO_X are also precursors to the formation of both O_3 and $PM_{2.5}$.[3,4]

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At high concentrations SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high sulfur content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2.[5]

Particulate Matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable course particles, or PM_{10}, include the particulate matter with a diameter of 10 microns (10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have a diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.[6]

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (much like sandblasting).[7]

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when ROG and NO_X (both by-products of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the South Coast Air Basin (Basin or SCAB), and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in

[3] Ibid; South Coast Air Quality Management District. 2007 *Air Quality Management Plan*.
[4] South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.
[5] Ibid.
[6] Ibid.
[7] Ibid.

the form of stunted growth and premature death. O_3 can also act as a corrosive, resulting in property damage such as the degradation of rubber products.[8]

Toxic Air Contaminants

With respect to criteria pollutants, federal and State ambient air quality standards (AAQS) represent the exposure level (with an adequate margin of safety) deemed safe for humans. No AAQS exist for toxic air contaminants (TACs), because there is no exposure level deemed safe for humans. Pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. For TACs that are known or suspected carcinogens, the California Air Resources Board (ARB) has consistently found that there are no levels or thresholds below which exposure is risk-free. Individual TACs vary greatly in the risk they present. At a given level of exposure, one TAC may pose a hazard that is many times greater than another. For certain TACs, a unit risk factor can be developed to evaluate cancer risk. For acute and chronic health risks, a similar factor, called a Hazard Index, is used to evaluate risk. In the early 1980s, ARB established a statewide comprehensive air toxics program to reduce exposure to air toxics. The Toxic Air Contaminant Identification and Control Act (AB 1807, ARB 1999) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, ARB 1999) supplements the AB 1807 program by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

In August 1998, ARB identified particulate emissions from diesel-fueled engines as TACs. In September 2000, ARB approved a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce diesel PM_{10} emissions and the associated health risk by 75% in 2010 and by 85% by 2020.

Greenhouse Gases

Greenhouse gases (GHG) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. Presented below is a description of each GHG and their known sources.

Carbon Dioxide (CO_2) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

[8] South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills. [9]

Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste. [10]

Fluorinated Gases are synthetic, strong greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases. [11]

- *Chlorofluorocarbons (CFCs)* are greenhouse gases covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are being replaced by other compounds that are greenhouse gases covered under the Kyoto Protocol.
- *Perfluorocarbons (PFCs)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they are strong greenhouse gases.
- *Sulfur Hexafluoride (SF_6)* is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong greenhouse gas used primarily in electrical transmission and distribution systems as a dielectric.[12]
- *Hydrochlorofluorocarbons (HCFCs)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs and are also greenhouse gases.
- *Hydrofluorocarbons (HFCs)* contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs.

[9] Ibid.
[10] Ibid.
[11] Ibid.
[12] An electrical insulator that is highly resistant to the flow of an electric current.

HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong greenhouse gases.

2.2 Regulatory Setting

A number of statutes, regulations, plans, and policies have been adopted that address air quality issues. The project site and vicinity are subject to air quality regulations developed and implemented at the federal, State, and local levels. At the federal level, the USEPA is responsible for implementation of the federal Clean Air Act (CAA). Some portions of the CAA (e.g., certain mobile-source and other requirements) are implemented directly by the USEPA. Other portions of the CAA (e.g., stationary-source requirements) are implemented by state and local agencies.

Federal Clean Air Act

The CAA was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS), and specifies future dates for achieving compliance. The CAA also mandates that the state submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. The plans must include pollution control measures that demonstrate how the standards will be met. The City of Los Angeles is within the Basin and, as such, is in an area designated a nonattainment area for certain pollutants that are regulated under the CAA.

The 1990 amendments to the CAA identify specific emission-reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or meet interim milestones. The sections of the CAA that would most substantially affect the development of the proposed project include Title I (Nonattainment Provisions) and Title II (Mobile-Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for criteria pollutants. Table 1 shows the NAAQS currently in effect for each criteria pollutant. The NAAQS were amended in July 1997 to include an 8-hour standard for ozone (O_3) and adopt a NAAQS for fine particulate matter ($PM_{2.5}$). The Basin fails to meet national standards for O_3, inhalable particulate matter (PM_{10}, and $PM_{2.5}$ and therefore is considered a federal nonattainment area for those pollutants. Table 2 lists each criteria pollutant and their related attainment status.

Table 1. Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS[a]	NAAQS[b]
Ozone (O_3	1 hour	0.09 ppm[c]	--
	8 hour	0.070 ppm	0.075 ppm
Carbon Monoxide (CO)	1 hour	20.0 ppm	35.0 ppm
	8 hour	9.0 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm
	Annual	0.030 ppm	0.053 ppm
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	--
	3 hour	--	0.5 ppm
	24 hour	0.04 ppm	0.14 ppm
	Annual	--	0.030 ppm
Respirable Particulate Matter (PM_{10})	24 hour	50 µg/m^3[c]	150 µg/m^3
	Annual	20 µg/m^3	--
Fine Particulate Matter ($PM_{2.5}$)	24 hour	--	35 µg/m^3
	Annual	12 µg/m^3	15.0 µg/m^3
Sulfates	24 hour	25 µg/m^3	--
Lead (Pb)	30 day	1.5 µg/m^3	--
	Calendar quarter	--	1.5 µg/m^3
	Rolling 3-Month Average	--	0.15 µg/m^3
Hydrogen Sulfide	1 hour	0.03 ppm	--
Vinyl Chloride	24 hour	0.01 ppm	--

Notes:

[a]The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ are values not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

[b]The NAAQS, other than O_3 and those based on annual averages, are not to be exceeded more than once a year. The O_3 standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

[c]ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

Source: California Air Resources Board, February 16, 2010.

Table 2. Federal and State Attainment Status for South Coast Air Basin

Pollutants	Federal Classification	State Classification
O_3 (1-hour standard)	--	Nonattainment
O_3 (8-hour standard)	Nonattainment, Severe-17	--
PM_{10}	Serious Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment/Maintenance	Attainment
NO_2	Unclassified/Attainment	Attainment
SO_2	Attainment	Attainment

Source: California Air Resources Board, compiled by ICF International, January 2010.

Federal Climate Change Policy

Twelve U.S. states and cities (including California), in conjunction with several environmental organizations, sued to force the USEPA to regulate GHGs as a pollutant pursuant to the federal Clean Air Act (CAA) (Massachusetts vs. Environmental Protection Agency et al. [U.S. Supreme Court No. 05–1120; argued November 29, 2006; decided April 2, 2007). The court ruled that the plaintiffs had standing to sue, that GHGs fit within the CAA's definition of a pollutant, and that the USEPA's reasons for not regulating GHGs were insufficiently grounded in the CAA. This prompted the Administrator of the USEPA to sign a proposal April 24, 2009. The proposal contained two distinct findings regarding greenhouse gases under section 202(a) of the CAA.

The Administrator is proposing to find that the current and projected concentrations of the mix of six key greenhouse gases (carbon dioxide [CO_2], methane [CH_4], nitrous oxide [N_2O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the Endangerment Finding.

The Administrator is further proposing to find that the combined emissions of CO_2, CH_4, N_2O, and HFCs from new motor vehicles and motor vehicle engines contribute to the atmospheric concentrations of these key greenhouse gases and hence to the threat of climate change. This is referred to as the Cause or Contribute Finding.

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The CAAQS incorporate additional standards for most of the criteria pollutants and set standards for other

pollutants recognized by the State. In general, the California standards are more health protective than the corresponding NAAQS. California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin is in compliance with these California standards for sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride. Table 1 details the current NAAQS and CAAQS, while Table 2 provides the Basin's attainment status with respect to federal and State standards.

California Climate Change Policy

California's major initiatives for reducing climate change or greenhouse gas (GHG) emissions are outlined in the 2006 legislation Assembly Bill 32 (AB 32), 2005 Executive Order S-3-05, and a 2004 ARB regulation to reduce passenger car GHG emissions (AB 1493). These efforts aim at reducing GHG emissions to 1990 levels by 2020 - a reduction of about 25 percent, and then an 80 percent reduction below 1990 levels by 2050.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's GHG emissions to (1) 2000 levels by 2010, (2) 1990 levels by the 2020, and (3) 80percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of AB 32, the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

In response to the State's efforts to reduce GHG emissions, the Secretary of the California Environmental Protection Agency (Cal/EPA) created the Climate Action Team (CAT), which, in March 2006, published the first Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

In consultation with ARB and California Public Utilities Commission (CPUC), the California Energy Commission (CEC) is currently establishing a GHG emission performance standard for local, public-owned electric utilities (pursuant to Senate Bill [SB] 1368). This standard will limit the rate of GHG emissions to a level that is no higher than the rate of emissions of GHGs for combined-cycle natural gas base load generation.

In October 2007, Governor Schwarzenegger signed SB 97, which requires the Governor's Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions. OPR prepared these guidelines and transmitted them to the Natural Resources Agency on April 13, 2009. On July 3,

2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Having reviewed and considered all comments received, the Natural Resources Agency has revised the text of the proposed amendments. From October 23, 2009 to November 10, 2009, the Natural Resources Agency held a public comment period on the proposed revisions to the CEQA Guidelines amendments. The Natural Resources Agency is currently reviewing and considering all comments received during the comment period relating to the proposed revisions. OPR and the Natural Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by the ARB pursuant to AB 32.

South Coast Air Quality Management District

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAB is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved, the SCAB requires continued diligence to meet air quality standards.

SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified (i.e., previously permitted) emission sources; and transportation control measures.

The SCAQMD adopted a comprehensive AQMP update, the 2007 Air Quality Management Plan for the SCAB on June 1, 2007 (South Coast Air Quality Management District 2007). The 2007 AQMP addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP builds upon the approaches taken in the 2003 AQMP for the SCAB for the attainment of the federal air quality standards. Additionally, the air plan highlights the significant amount of reductions necessary and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet federal criteria pollutant standards within the timeframes allowed under the federal CAA. ~~After t~~The 2007 AQMP ~~is~~ was approved by the ARB~~, it will be sent to the USEPA for its final approval. Until the USEPA approves the 2007 AQMP, the 2003 AQMP remains in effect~~ on September 27, 2007 and adopted as part of the SIP.

SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the proposed project. For example, SCAQMD Rule 403 requires implementing the best available fugitive dust control measures during active operations capable of generating fugitive dust emissions from on-site earth-moving activities,

construction/demolition activities, and construction equipment travel on paved and unpaved roads. SCAQMD has published a handbook (CEQA Air Quality Handbook 1993) to help local governments analyze and mitigate project-specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analyses in environmental impact reports and was used extensively in the preparation of this report. In addition, SCAQMD has published two additional documents (Localized Significance Threshold Methodology for CEQA Evaluations in 2003, and Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology in 2006) that provide guidance in evaluating localized effects from mass emissions during construction. Both were used in the preparation of this report.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. It addresses regional issues relating to transportation, economy, community development, and environment. SCAG is the federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) for the SCAG region, which includes Growth Management and Regional Mobility chapters, which form the basis for the land use and transportation components of the AQMP. These chapters are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

2.3 Existing Conditions

State Greenhouse Gas Emissions

California is the second largest emitter of GHG in the United States (Texas is the largest GHG emitter) and the sixteenth largest GHG emitter in the world.[13] However, because of more stringent air pollutant emission regulations and mild climate, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services). In 2004, California produced 492 MMT-CO_2e[14] GHG emissions, of which 81

[13] California Energy Commission (CEC). 2006b. *Our Changing Climate, Assessing the Risks to California, 2006 Biennial Report*. California Climate Change Center, California Energy Commission Staff Paper, Sacramento, California, *Report CEC-500-2006-077*.

[14] Greenhouse gas emissions other than carbon dioxide are commonly converted into carbon dioxide equivalents, which take into account the differing global warming potential (310) of different gases. For example, the Intergovernmental Panel on Climate Change (IPCC) finds that nitrous oxide has a global warming potential (GWP) of 310 and methane has a GWP of 21. Thus, emission of one ton of nitrous oxide and one ton of

(Footnote continued on next page)

percent are CO_2 from the combustion of fossil fuels, 2.8 percent were from other sources of CO_2, 5.7 percent were from methane, and 6.8 percent were from N_2O.[15] The remaining 2.9 percent of GHG emissions were from High Global Warming Potential (GWP) gases.[16]

CO_2 emissions from human activities represent 84 percent of the total GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 40.7 percent of the state's total emissions. Electricity generation for in-state consumption is the second largest source, with 22.2 percent. While out-of-state electricity generation comprises one-fifth to one-third of California's total electricity supply, it contributes 39 to 57 percent of the GHG emissions associated with electricity consumption in the state. Industrial activities are California's third largest source of GHG emissions, producing 20.5 percent of state's total emissions. Other major sources of GHG emissions include mineral production, waste combustion and land use, and forestry changes. Agriculture, forestry, commercial, and residential activities comprise the balance of California's greenhouse gas emissions.[17]

Climate change could impact the natural environment in California in the following ways, among others:

- rising sea levels along the California coastline, particularly in San Francisco and the San Joaquin Delta due to ocean expansion;
- extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- an increase in heat-related human deaths, infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

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methane is represented as the emission of 310 tons of CO_2e and 21 tons of CO_2e, respectively. This allows for the summation of different greenhouse gas emissions into a single total.

[15] CO_2 equivalence is used to show the relative potential that different GHG have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

[16] California Energy Commission (CEC). 2006a. *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, California Energy Commission Staff Paper, Sacramento, California, Report CEC-600-2006-013.

[17] Ibid.

These changes in California's climate and ecosystems are occurring at a time when California's population is expected to increase from 34 million to 59 million by the year 2040 (CEC 2005).

As such, the number of people potentially affected by climate change, as well as the amount of anthropogenic GHG emissions expected under a "business as usual" scenario, is expected to increase. Similar changes as those noted above for California would also occur in other parts of the world with regional variations in resources affected and vulnerability to adverse effects. GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors (CEC 2006) as well as natural processes.

Regional Context

The project site is located within the SCAB, an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills.

The southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) and human influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts throughout the SCAB occur from June through September. These are attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing, which frequently reduce pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. O_3 concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California.

The SCAQMD has recently completed the Multiple Air Toxics Exposure Study III (MATES III), which was an ambient air monitoring and evaluation study conducted in the Basin. MATES III was a follow on to previous air toxics studies in the Basin and is part of the SCAQMD Governing Board Environmental Justice Initiative.

Compared to previous studies of air toxics in the Basin, MATES III found a decreasing risk for air toxics exposure, with the population weighted risk down by 17% from the analysis in MATES II. While there has been improvement in air quality regarding air toxics, the risks are still unacceptable and are higher near sources of emissions such as ports and transportation corridors. Diesel particulate continues to dominate the risk from air toxics, and the portion of air toxic risk attributable to diesel exhaust is increased compared to the MATES II Study. The highest risks are found near the port area, an area near central Los Angeles, and near transportation corridors. The results from the MATES III study underscore that a continued focus on reduction of toxic emissions, particularly from diesel engines, is needed to reduce air toxics exposure.

The MATES III study concluded that the average carcinogenic risk throughout the Basin, attributed to toxic air contaminants, is approximately 1,194 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. About 83.6% of all risk is attributed to DPM emissions.

Local Area Conditions

Local Climate

Data from the Western Regional Climate Center's Los Angeles Civic Center climate monitoring station was used to characterize the eastern project vicinity climate conditions because it is nearest to the eastern end of the project site. The average project area summer (August) high and low temperatures are 83.2 degrees Fahrenheit (°F) and 64.0°F, respectively, while the average winter (January) high and low temperatures are 66.4°F and 48.4°F, respectively. The average annual rainfall is 14.91 inches.[18]

Data from the Western Regional Climate Center's University of California – Los Angeles climate monitoring station was used to characterize the western project vicinity climate conditions because it is nearest to the western end of the project site. The average project area summer (August) high and low temperatures are 77.8 degrees Fahrenheit (°F) and 61.9°F, respectively, while the average winter (January) high and low temperatures are 65.7°F and 49.9°F, respectively. The average annual rainfall is 17.64 inches.[19]

The wind monitoring station located nearest to the project site is in downtown Los Angeles; therefore, data from the downtown Los Angeles wind monitoring station was used to characterize study area wind conditions. Wind patterns in the

[18] Western Regional Climate Center. Los Angeles Area, California Climate Summaries. Los Angeles Civic Center, California (045115). Available: http://www.wrcc.dri.edu/cgi-bin/cliRECtM.pl?calacc). Accessed: December 1, 2008.

[19] Western Regional Climate Center. Los Angeles Area, California Climate Summaries. UCLA – Los Angeles, California (049152). Available: http://www.wrcc.dri.edu/cgi-bin/cliRECtM.pl?caucla). Accessed: December 1, 2008.

project vicinity display a nearly unidirectional flow, primarily from the west–southwest, at an average speed of 4.94 miles per hour. Calm wind conditions are present 8% of the time.[20]

Existing Pollutant Levels at Nearby Monitoring Station

The SCAQMD has divided the Basin into air monitoring areas and maintains a network of air quality monitoring stations located throughout the Basin. The project site's eastern half is located in the Central Los Angeles County Monitoring Area (i.e., Source Receptor Area [SRA] Number 1), while the western half is located in the Northwest Los Angeles County Coastal Monitoring Area (SRA 2). The nearest monitoring stations to the project site are the Los Angeles – North Main Street station to the east and the West Los Angeles – VA Hospital station to the west. The North Main Street station monitors O_3, PM_{10}, and $PM_{2.5}$, while the VA Hospital station monitors only O_3.

Monitoring data, shown in Table 3, show the following pollutant trends: both State 1-hour and 8-hour O_3 standards were exceeded an average of four times each year at both stations. Particulate (PM_{10} and $PM_{2.5}$) concentrations are largely affected by meteorology and show some variability during the 3-year reporting period. The State 24-hour PM_{10} standard was exceeded three times in 2006, five times in 2007, and twice in 2008, while the national standard was not exceeded during the 3-year reporting period. The national $PM_{2.5}$ standard was exceeded 11 times in 2006, 20 times in 2007, and 10 times in 2008.

Existing Health Risk in the Surrounding Area

According to the most current SCAQMD inhalation cancer risk data (MATES III Carcinogenic Interactive Map), the project area is located within a cancer risk zone of approximately 800 to 1,100 in one million.[21] This is largely due to the project area's proximity to the Interstate 10 freeway that is located just south of the project site. For comparison, the average cancer risk in the Basin is 1,194 per million.

Sensitive Receptors and Locations

Some population groups, such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors within the project vicinity include multi-family residential land uses and schools located along the route.

[20] SCAQMD, ftp://ftp.aqmd/pub/metdatadla.exe. Accessed December 1, 2008.

[21] South Coast Air Quality Management District, MATES III Carcinogenic Risk Interactive Map, available: http://www2.aqmd.gov/webappl/matesiii/, accessed July 25, 2008.

Table 3. Air Quality Data from Los Angeles – North Main Street Station (ARB 70087) and West Los Angeles - VA Hospital Station (ARB 70091)

Pollutant Standards	2006	2007	2008
Ozone (O_3)			
State standard (1-hour average = 0.09 ppm)			
National standard (8-hour average = 0.075 ppm)			
Maximum concentration 1-hour period (ppm)	0.108/0.099	0.115/0.117	0.109/0.111
Maximum concentration 8-hour period (ppm)	0.079/0.074	0.102/0.088	0.090/0.097
Days state 1-hour standard exceeded	8/3	3/2	3/3
Days state 8-hour standard exceeded	7/2	6/2	6/2
Suspended Particulates (PM_{10})			
State standard (24-hour average = 50 µg/m^3)			
National standard (24-hour average = 150 µg/m^3)			
Maximum state 24-hour concentration	58.0/NA	77.0/NA	64.0/NA
Maximum national 24-hour concentration	59.0/NA	78.0/NA	66.0/NA
Days exceeding state standard	3/NA	5/NA	2/NA
Days exceeding national standard	0/NA	0/NA	0/NA
Suspended Particulates ($PM_{2.5}$)			
National standard (24-hour average = 35 µg/m^3)			
Maximum 24-hour concentration	56.2/NA	64.1/NA	78.3/NA
Days exceeding national standard[a]	11/NA	20/NA	10/NA

Notes:

[a]Number of exceedances based on NAAQS applicable during period shown (65 µg/m^3). Standard was changed to 35 µg/m^3 in November 2006, to be applied to 2007.

Numbers for both stations are given where applicable with the North Main Street Station values first. Ex; (North Main / VA Hospital).

Source: California Air Resources Board, compiled by ICF International, May 2008.

Proposed construction activity would occur within 25 meters of these sensitive land uses. As such, the evaluation of localized impacts during construction activity will focus on these land uses.

3.0 Significance Thresholds

Based on Appendix G of the State CEQA Guidelines, the proposed project would have a potentially significant effect on air quality if it would:

- conflict with or obstruct implementation of the applicable air quality management plan,
- violate any air quality standard or contribute substantially to an existing or projected air quality violation,

- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors),
- expose sensitive receptors to substantial pollutant concentrations,
- create objectionable odors affecting a substantial number of people, or
- generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The CEQA Guidelines also state that the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations above.

Based on the SCAQMD's regulatory role in the Basin, the significance thresholds and analysis methodologies outlined in the SCAQMD *CEQA Air Quality Handbook* (as updated per their website), *Final Localized Significance Threshold Methodology* and *Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds* guidance documents were used in evaluating project impacts.

3.1 Construction Emissions

According to criteria set forth in the SCAQMD *CEQA Air Quality Handbook*, *Localized Significance Threshold Methodology for CEQA Evaluations*, and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* guidance documents, the project would have a significant impact on construction emissions if any of the following were to occur.

- Regional emissions from both direct and indirect sources exceed any of the following SCAQMD prescribed threshold levels: (1) 75 pounds a day for reactive organic gases (ROG), (2) 100 pounds per day for NO_X, (3) 550 pounds per day for CO, (4) 150 pounds per day for PM_{10} or SO_X, and (5) 55 pounds per day for $PM_{2.5}$.
- Localized emissions from on-site construction equipment and site disturbance activity exceed any of the following SCAQMD-prescribed threshold levels: (1) 74 pounds per day for NO_X, (2) 562 pounds per day for CO, (3) 4 pounds per day for PM_{10}, and (4) 2 pounds per day for $PM_{2.5}$.[22]

[22] Derived from SCAQMD Localized Significance Threshold Tables—SRA 1 (Central Los Angeles County) and SRA 2 (Northwest Los Angeles County Coastal), 1-acre site, 25-meter receptor distance.

3.2 Operational Emissions

According to criteria set forth in the SCAQMD *CEQA Air Quality Handbook*, the project would have a significant impact with regard to operational emissions if:

- regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for ROG, (2) 55 pounds per day for NO_X, (3) 550 pounds per day for CO, (4) 150 pounds per day for PM_{10} or SO_X, and (5) 55 pounds per day for $PM_{2.5}$ (South Coast Air Quality Management District 1993 and 2006).
- localized emissions from on-site sources exceed any of the following SCAQMD prescribed threshold levels: (1) 74 pounds per day for NO_X, (2) 562 pounds per day for CO, (3) 1 pounds per day for PM_{10}, and (4) 1 pounds per day for $PM_{2.5}$.[23]
- the project would cause an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9 ppm, respectively, at an intersection or roadway within 0.25 mile of a sensitive receptor.[24]

3.3 Toxic Air Contaminants

According to guidelines provided in the SCAQMD *CEQA Air Quality Handbook*, the project would have a significant impact from TACs if:

- on-site stationary sources emit carcinogenic or TACs that individually or cumulatively exceed the maximum individual cancer risk of ten in one million (1.0×10^{-5}) or an acute or chronic hazard index of 1.0 (South Coast Air Quality Management District 1998);[25]
- hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials, posing a threat to public health and safety; or
- the project would be occupied primarily by sensitive individuals within 0.25 mile of any existing facility that emits TACs, which could result in a health risk from pollutants identified in District Rule 1401 (South Coast Air Quality Management District 1993).

[23] Derived from SCAQMD Localized Significance Threshold Tables – SRA 1 (Central Los Angeles County) and SRA 2 (Northwest Los Angeles County Coastal), 1-acre site, 25-meter receptor distance.

[24] Where the CO standard is exceeded at the intersection, a project would result in a significant impact if the incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard or 0.45 ppm for the 8-hour CO standard.

[25] SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.

3.4 Climate Change/Greenhouse Gas Emissions

No federal, State, or regional air quality agency has adopted a methodology or quantitative threshold that can be applied to evaluate the significance of an individual project's contribution to GHG emissions, such as the quantitative thresholds that exist for criteria pollutants. Rather, the proposed project is evaluated for consistency with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006).

4.0 Methodology

4.1 Construction

Mass daily combustion emissions, fugitive PM_{10} and $PM_{2.5}$, and off-gassing emissions were compiled using URBEMIS 2007, which is an emissions estimation/evaluation model developed by ARB that is based, in part, on SCAQMD *CEQA Air Quality Handbook* guidelines and methodologies.

The URBEMIS 2007 model separates the construction process into multiple phases that account for everything from structure demolition and site clearing to asphalt paving and the application of architectural coatings. For example, demolition-period emissions would include fugitive dust emissions from jut-out removal, as well as combustion exhaust emissions from on-site construction equipment, haul truck trips, and worker commute trips. Construction and finishing emissions would include combustion exhaust emissions from on-site construction equipment, haul truck trips, and worker commute trips, as well as fugitive off-gassing emissions (i.e., ROG) from the application of architectural coatings and asphalt paving.

Construction equipment by phase was based on scheduling information ascertained via communications with the project manager. A complete listing of the construction equipment by phase, construction phase duration assumptions, and changes to modeling default values used in this analysis is included within the URBEMIS 2007 printout sheets that are provided in Appendix A of this technical report.

4.2 Operations

The proposed project has the potential to create local operational impacts as a result of local traffic redistribution.

With respect to the evaluation of localized impacts, local area CO concentrations for roadways were evaluated using the CALINE-4 line-source dispersion model developed by the California Department of Transportation (Caltrans) combined with EMFAC2007 emission factors. The analysis of roadway CO impacts followed the protocol recommended by Caltrans and published in the document

Transportation Project-Level Carbon Monoxide Protocol, December 1997. It is also consistent with procedures identified through the SCAQMD's CO modeling protocol. All emissions calculation worksheets and air quality modeling output files are provided in Appendix A.

4.3 Toxic Air Contaminants Impacts (Construction and Operations)

Potential toxic air contaminant (TAC) impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) if necessary. The screening-level analysis consists of reviewing the proposed project's description and site plan to identify any new or modified TAC emissions sources. If it is determined that the proposed project would introduce a new source, or modify an existing TAC emissions source, then downwind sensitive-receptor locations are identified, and site-specific dispersion modeling is conducted to determine proposed project impacts.

4.4 Climate Change/Greenhouse Gas Emissions

The proposed project would not generate any new vehicular trips or cause an increase in regional vehicle miles traveled (VMT), or related GHG emissions, as the project would not construct new homes or businesses. As such, there would be no new operations-period GHG emissions. Therefore, operations-period GHG emissions are not evaluated in this report.

The proposed project is limited to roadway improvements, and as such, construction-period GHG emissions are quantified and presented below. All feasible mitigation measures to reduce GHG emissions during construction are prescribed below. Construction-period GHG emissions were estimated using the following methodology: 1) the URBEMIS 2007 software was utilized to calculate project-related CO_2 emissions, and 2) methane (CH_4) and N_2O emissions were compiled using the calculation formulas provided in the *California Climate Action Registry, General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, version 3.0*.

5.0 Air Quality Impact Analysis

5.1 Construction Impacts

Regional Construction Impacts

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the

project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile-source emissions, primarily NO_X, would result from the use of construction equipment.

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. The equipment mix and duration for each construction stage is detailed in the URBEMIS 2007 printout sheets provided in Appendix A.

With the goal of presenting a conservative, worst-case impact analysis, it was assumed for modeling purposes that construction would have duration of 4 months. The total amount of construction, the duration of construction, and the intensity of construction activity could have a substantial effect upon the amount of construction emissions, the concentrations, and the resulting impacts occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Table 4, below, shows the emissions calculated for the proposed project. As shown therein, criteria pollutant emissions would be less than the applicable SCAQMD significance thresholds, and as such, would result in a less than significant regional air quality impact.

Table 4. Worst-Case Construction Emissions (pounds per day)

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Jut-out removal	1.25	8.71	6.10	<0.01	1.39	0.58
Paving and Restriping	3.00	16.47	10.93	<0.01	1.37	1.25
Maximum Daily Emissions	3	16	11	<1	1	1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Construction emission calculation worksheets and URBEMIS2007 printouts are included in Appendix A.

Source: ICF International, January 2010.

With regard to regional construction-period impacts under Alternative A, impacts would be similar to or less than those disclosed above for the proposed project. This is because less construction activity would occur under Alternative A than

under the proposed project. There would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb land reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Similar to the proposed project, criteria pollutant emissions under Alternative A would be less than the applicable SCAQMD significance thresholds, and as such, would result in a less than significant regional air quality impact.

Local Construction Impacts

In addition to these regional emissions, the SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction-period emissions. If the on-site emissions from proposed construction activities are below the Localized Significance Threshold (LST) emission levels found in the LST mass rate look-up tables for the project site's SRA, then project emissions would not have the potential to cause a significant localized air quality impact.

When quantifying mass emissions for LST analysis, only emissions that occur on site are considered. Consistent with SCAQMD LST guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. A conservative estimate of the project's construction-period on-site mass emissions is presented in Table 5. As shown therein, the worst-case maximum emissions for all criteria pollutants would remain below their respective SCAQMD LST significance thresholds. As such, localized impacts that may result from construction-period air pollutant emissions would be less than significant.

Table 5. Worst-Case Localized Construction Emissions (pounds per day)

	NO_x	CO	PM_{10}[a]	$PM_{2.5}$[a]
Jut-out removal	7.68	4.68	1.34	0.70
Paving and Restriping	14.87	8.27	1.28	1.18
Localized Significance Thresholds[b]	74	562	4	2
Exceed Threshold	**No**	**No**	**No**	**No**

Notes:

Construction emission calculation worksheets are included in the URBEMIS2007 printouts.

[a]PM_{10} emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

[b]The project site is located in SCAQMD SRA No. 1/2. These LSTs are based on the site location SRA, distance to nearest sensitive receptor location from the project site (25 meters), and project area that could be under construction on any given day (1 acre).

Source: ICF International, January 2010.

With regard to localized construction-period impacts under Alternative A, impacts would be similar to or less than those disclosed above for the proposed project. This is because less construction activity would occur under Alternative A than under the proposed project. There would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb land reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Similar to the proposed project, localized emissions under Alternative A would be less than the applicable SCAQMD LST significance thresholds, and as such, would result in a less than significant localized air quality impact.

Toxic Air Contaminants

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature. The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would not be significant under both the proposed project and Alternative A.

5.2 Operational Impacts

Regional Operations Impacts

Regional air pollutant emissions associated with project operations would be generated by operation of on-road vehicles. Mobile-source emissions are proportional to the vehicle miles traveled, or VMT, which are proportional to new vehicle trips. The proposed project would not generate new trips but rather would facilitate the movement of existing traffic through the study corridor, as well as other traffic generated by new development in the area. Consequently, the proposed project may result in local traffic redistribution. These potential impacts are discussed below.

Local Operational Impacts

Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (i.e., congested intersection) increases. For purposes of providing a conservative worst-case impact analysis, CO concentrations are typically analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts will also be less than significant at more distant sensitive-receptor locations.

Project traffic during the operational phase of the project would have the potential to create local area CO impacts. To ascertain the project's potential to generate localized air quality impacts, the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* (Iteris, February 2011) was reviewed to determine the potential for the creation of localized CO hot spots at congested intersection locations. The SCAQMD recommends a hot spot evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse. The traffic impact analysis identified 74 key intersection locations along routes that accommodate much of the traffic traveling within the project area. Of the 74 key intersection locations, the traffic analysis showed that for the year 2012, the V/C ratios for 38 intersections operating at LOS C or worse would increase by two percent or more with the addition of project traffic which could potentially create localized CO hot spots. In addition, there is a potential for localized CO hot spots to be created at 36 intersections with the addition of Alternative A traffic, at 33 intersections with the addition of Alternative A-1 traffic, and at 27 intersections with the addition of Alternative A-2 traffic. For the year 2020, it was determined that there is a potential for localized CO hot spots to be created at 43 intersections with the addition of project traffic, at 37 intersections with the addition of Alternative A traffic, at 35 intersections with

the addition of Alternative A-1 traffic, and at 33 intersections with the addition of Alternative A-2 traffic.[26]

Local area CO concentrations were projected using the CALINE 4 traffic pollutant dispersion model. The analysis of CO impacts followed the protocol recommended by the California Department of Transportation, published as *Transportation Project-Level Carbon Monoxide Protocol*, December 1997. It is also consistent with procedures identified through the SCAQMD's CO modeling protocol, with all four corners of each intersection analyzed to determine whether project development would result in a CO concentration that exceeds federal or state CO standards.

The project's CO concentrations for a.m. and p.m. 1- and 8-hour CO levels for project build-out year 2012 with project and with project alternatives A, A-1 and A-2, and horizon year 2020 with project and with project alternatives A, A-1, and A-2 are presented in Tables 6, 7, 8, 9, 10, 11, 12, and 13 respectively. As shown therein, the proposed project would not have a significant impact on 1-hour or 8-hour local CO concentrations due to mobile source emissions.

Because significant impacts would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors under neither the proposed project nor project alternative, no significant impacts are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those occurring at the analyzed intersections. Consequently, the sensitive receptors that are included in this analysis would not be significantly affected by CO emissions generated by the net increase in traffic that would occur under the proposed project or project alternative. Because neither the proposed project nor project alternative would cause an exceedance or exacerbate an existing exceedance of an AAQS, localized operational air quality impacts would be less than significant. No mitigation measures are necessary.

[26] Based on SCAQMD-recommended screening criteria, any intersection that 1) operates at LOS C or worse, and 2) would experience an increase in peak-hour volume to capacity ratio of 2% or more as a result of project-related traffic, should be evaluated for potential to create a localized CO hotspot. For Alternatives A-1 and A-2, only intersections showing worse conditions than under the Project or Alternative A were considered for modeling.

Table 6. Project Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Project Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Project Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Alvarado @ 6th	AM	7.3	7.5	No	4.8	5.0	No
	PM	7.5	7.3	No	5.0	4.8	No
Alvarado @ Olympic	AM	7.6	7.7	No	5.0	5.1	No
	PM	7.9	8.0	No	5.3	5.3	No
Barrington @ Wilshire	AM	7.2	7.1	No	4.8	4.7	No
	PM	7.1	7.0	No	4.7	4.6	No
Beverly Glen @ Olympic	AM	8.7	8.7	No	5.8	5.8	No
	PM	8.6	8.7	No	5.7	5.8	No
Beverly Glen @ Santa Monica	AM	8.2	8.4	No	5.5	5.6	No
	PM	8.3	8.7	No	5.5	5.8	No
Bundy @ Olympic	AM	8.7	8.8	No	5.8	5.9	No
	PM	8.5	8.6	No	5.7	5.7	No
Bundy @ Wilshire	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.5	7.5	No	5.0	5.0	No
Crenshaw @ Olympic	AM	8.5	8.6	No	5.7	5.7	No
	PM	8.3	8.3	No	5.5	5.5	No
Crenshaw @ Wilshire	AM	7.4	7.2	No	4.9	4.8	No
	PM	7.4	7.4	No	4.9	4.9	No
Fairfax @ 3rd	AM	7.9	7.9	No	5.3	5.3	No
	PM	7.8	7.7	No	5.2	5.1	No
Fairfax @ Olympic	AM	7.9	8.0	No	5.3	5.3	No
	PM	7.9	7.9	No	5.3	5.3	No
Fairfax @ San Vicente	AM	7.7	7.8	No	5.1	5.2	No
	PM	7.3	7.4	No	4.8	4.9	No
Fairfax @ Wilshire	AM	8.2	8.0	No	5.5	5.3	No
	PM	8.2	8.4	No	5.5	5.6	No
Federal @ Santa Monica	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.4	6.4	No	4.2	4.2	No
Highland @ 3rd	AM	7.8	7.9	No	5.2	5.3	No
	PM	7.6	7.6	No	5.0	5.0	No
Highland @ Olympic	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.6	7.6	No	5.0	5.0	No
Highland @ Wilshire	AM	7.9	7.7	No	5.3	5.1	No
	PM	7.8	7.6	No	5.2	5.0	No
I-405 SB Ramps @ Santa Monica	AM	7.4	7.4	No	4.9	4.9	No
	PM	7.4	7.4	No	4.9	4.9	No
La Brea @ 3rd	AM	8.3	8.3	No	5.5	5.5	No
	PM	7.8	7.8	No	5.2	5.2	No
La Brea @ Olympic	AM	8.4	8.4	No	5.6	5.6	No
	PM	8.6	8.6	No	5.7	5.7	No
La Brea @ Wilshire	AM	7.8	7.6	No	5.2	5.0	No
	PM	8.3	8.1	No	5.5	5.4	No
Overland @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	8.4	8.6	No	5.6	5.7	No

Table 6. Project Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Project Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Project Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Overland @ Pico	AM	8.7	8.6	No	5.8	5.7	No
	PM	8.8	8.8	No	5.9	5.9	No
Overland @ Santa Monica	AM	7.3	7.4	No	4.8	4.9	No
	PM	7.4	7.4	No	4.9	4.9	No
San Vicente @ Olympic	AM	8.4	8.4	No	5.6	5.6	No
	PM	7.9	7.9	No	5.3	5.3	No
San Vicente @ Wilshire	AM	8.4	8.3	No	5.6	5.5	No
	PM	8.8	8.7	No	5.9	5.8	No
Sepulveda @ Pico	AM	8.2	8.3	No	5.5	5.5	No
	PM	8.2	8.2	No	5.5	5.5	No
Vermont @ 8th	AM	7.2	7.2	No	4.8	4.8	No
	PM	7.8	7.8	No	5.2	5.2	No
Vermont @ Olympic	AM	8.1	8.1	No	5.4	5.4	No
	PM	8.4	8.4	No	5.6	5.6	No
Veteran @ Santa Monica	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.4	7.4	No	4.9	4.9	No
Veteran @ Sunset	AM	7.5	7.6	No	5.0	5.0	No
	PM	7.1	7.1	No	4.7	4.7	No
Veteran @ Wilshire	AM	10.0	9.6	No	6.7	6.4	No
	PM	9.0	8.7	No	6.0	5.8	No
W Century Park @ Olympic	AM	8.5	8.5	No	5.7	5.7	No
	PM	7.7	7.8	No	5.1	5.2	No
Western @ 3rd	AM	7.6	7.7	No	5.0	5.1	No
	PM	7.7	7.7	No	5.1	5.1	No
Western @ Olympic	AM	8.0	8.1	No	5.3	5.4	No
	PM	8.1	8.2	No	5.4	5.5	No
Westwood @ Olympic	AM	8.1	8.1	No	5.4	5.4	No
	PM	9.3	9.3	No	6.2	6.2	No
Westwood @ Pico	AM	7.7	7.7	No	5.1	5.1	No
	PM	8.2	8.3	No	5.5	5.5	No
Westwood @ Santa Monica	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.5	8.6	No	5.7	5.7	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009.

[b]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 base traffic CO 1-hour contribution.

[c]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 with-project traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 base traffic CO 8-hour contribution.

[f]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 with-project traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Table 7. Alternative A Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Alvarado @ Olympic	AM	7.6	7.6	No	5.0	5.0	No
	PM	7.9	8.0	No	5.3	5.3	No
Alvarado @ Wilshire	AM	7.6	7.5	No	5.0	5.0	No
	PM	7.5	7.5	No	5.0	5.0	No
Barrington @ Wilshire	AM	7.2	7.2	No	4.8	4.8	No
	PM	7.1	7.0	No	4.7	4.6	No
Beverly Glen @ Olympic	AM	8.7	8.7	No	5.8	5.8	No
	PM	8.6	8.7	No	5.7	5.8	No
Beverly Glen @ Santa Monica	AM	8.4	8.4	No	5.6	5.6	No
	PM	8.3	8.4	No	5.5	5.6	No
Beverly Glen @ Wilshire	AM	8.1	7.8	No	5.4	5.2	No
	PM	8.0	7.7	No	5.3	5.1	No
Bundy @ Olympic	AM	8.7	8.8	No	5.8	5.9	No
	PM	8.5	8.6	No	5.7	5.7	No
Bundy @ Wilshire	AM	7.3	7.4	No	4.8	4.9	No
	PM	7.5	7.4	No	5.0	4.9	No
Crenshaw @ Olympic	AM	8.5	8.5	No	5.7	5.7	No
	PM	8.3	8.3	No	5.5	5.5	No
Crenshaw @ Wilshire	AM	7.4	7.2	No	4.9	4.8	No
	PM	7.5	7.2	No	5.0	4.8	No
E Century Park @ Olympic	AM	8.8	8.9	No	5.9	6.0	No
	PM	8.4	8.5	No	5.6	5.7	No
Fairfax @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	7.9	7.9	No	5.3	5.3	No
Fairfax @ San Vicente	AM	7.7	7.9	No	5.1	5.3	No
	PM	7.3	7.4	No	4.8	4.9	No
Fairfax @ Wilshire	AM	8.2	8.0	No	5.5	5.3	No
	PM	8.2	8.4	No	5.5	5.6	No
Federal @ Santa Monica	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.4	6.4	No	4.2	4.2	No
Highland @ 3rd	AM	7.8	7.9	No	5.2	5.3	No
	PM	7.6	7.7	No	5.0	5.1	No
Highland @ Olympic	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.6	7.5	No	5.0	5.0	No
Highland @ Wilshire	AM	7.9	7.7	No	5.3	5.1	No
	PM	7.8	7.7	No	5.2	5.1	No
I-405 SB Ramps @ Santa Monica	AM	7.4	7.4	No	4.9	4.9	No
	PM	7.4	7.5	No	4.9	5.0	No
La Brea @ Olympic	AM	8.4	8.4	No	5.6	5.6	No
	PM	8.6	8.7	No	5.7	5.8	No
La Brea @ Wilshire	AM	7.8	8.1	No	5.2	5.4	No
	PM	8.3	8.1	No	5.5	5.4	No
Overland @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	8.4	8.5	No	5.6	5.7	No

Table 7. Alternative A Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Overland @ Santa Monica	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.4	7.4	No	4.9	4.9	No
San Vicente @ Wilshire	AM	8.4	8.4	No	5.6	5.6	No
	PM	8.8	8.7	No	5.9	5.8	No
Sepulveda @ Olympic	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.8	8.8	No	5.9	5.9	No
Sepulveda @ Pico	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.2	8.3	No	5.5	5.5	No
Vermont @ 6th	AM	7.8	7.8	No	5.2	5.2	No
	PM	8.4	8.4	No	5.6	5.6	No
Vermont @ 8th	AM	7.2	7.2	No	4.8	4.8	No
	PM	7.8	7.8	No	5.2	5.2	No
Vermont @ Olympic	AM	8.1	8.1	No	5.4	5.4	No
	PM	8.4	8.4	No	5.6	5.6	No
Veteran @ Pico	AM	7.0	7.1	No	4.6	4.7	No
	PM	7.3	7.3	No	4.8	4.8	No
Veteran @ Santa Monica	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.3	7.4	No	4.8	4.9	No
W Century Park @ Olympic	AM	8.5	8.5	No	5.7	5.7	No
	PM	7.7	7.8	No	5.1	5.2	No
Western @ 3rd	AM	7.6	7.6	No	5.0	5.0	No
	PM	7.7	7.7	No	5.1	5.1	No
Western @ Olympic	AM	8.0	8.1	No	5.3	5.4	No
	PM	8.1	8.2	No	5.4	5.5	No
Westwood @ Olympic	AM	8.1	8.2	No	5.4	5.5	No
	PM	9.3	9.3	No	6.2	6.2	No
Westwood @ Pico	AM	7.7	7.8	No	5.1	5.2	No
	PM	8.2	8.3	No	5.5	5.5	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009.

[b]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 base traffic CO 1-hour contribution.

[c]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 base traffic CO 8-hour contribution.

[f]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 with-alternative traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Table 8. Alternative A-1 Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Bundy @ Wilshire	AM	7.3	7.4	No	4.8	4.9	No
	PM	7.5	7.4	No	5.0	4.9	No
Barrington @ Wilshire	AM	7.2	7.1	No	4.8	4.7	No
	PM	7.1	7.0	No	4.7	4.6	No
Veteran @ Santa Monica	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.4	7.4	No	4.9	4.9	No
Overland @ Santa Monica	AM	7.3	7.4	No	4.8	4.9	No
	PM	7.4	7.4	No	4.9	4.9	No
S. Beverly Glen @ Santa Monica	AM	8.2	8.4	No	5.5	5.6	No
	PM	8.3	8.7	No	5.5	5.8	No
Ave of the Stars @ Santa Monica	AM	7.9	7.9	No	5.3	5.3	No
	PM	7.7	7.8	No	5.1	5.2	No
Bundy @ Olympic	AM	8.7	8.7	No	5.8	5.8	No
	PM	8.5	8.6	No	5.7	5.7	No
Barrington @ Olympic	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.6	8.6	No	5.7	5.7	No
Sepulveda @ Olympic	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.8	8.8	No	5.9	5.9	No
Westwood @ Olympic	AM	8.1	8.1	No	5.4	5.4	No
	PM	9.3	9.3	No	6.2	6.2	No
Overland @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	8.4	8.6	No	5.6	5.7	No
S. Beverly Glen @ Olympic	AM	8.7	8.7	No	5.8	5.8	No
	PM	8.6	8.7	No	5.7	5.8	No
Century Park W @ Olympic	AM	8.5	8.5	No	5.7	5.7	No
	PM	7.7	7.8	No	5.1	5.2	No
Century Park E @ Olympic	AM	8.8	9.0	No	5.9	6.0	No
	PM	8.4	8.5	No	5.6	5.7	No
Sepulveda @ Pico	AM	8.2	8.3	No	5.5	5.5	No
	PM	8.2	8.2	No	5.5	5.5	No
Westwood @ Pico	AM	7.7	7.7	No	5.1	5.1	No
	PM	8.2	8.2	No	5.5	5.5	No
Overland @ Pico	AM	8.7	8.6	No	5.8	5.7	No
	PM	8.8	8.8	No	5.9	5.9	No
Highland @ 3rd	AM	7.8	7.9	No	5.2	5.3	No
	PM	7.6	7.6	No	5.0	5.0	No
Western @ 3rd	AM	7.6	7.6	No	5.0	5.0	No
	PM	7.7	7.7	No	5.1	5.1	No
Highland @ 6th	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.0	7.6	No	4.6	5.0	No
Vermont @ 6th	AM	7.8	7.8	No	5.2	5.2	No
	PM	8.4	8.4	No	5.6	5.6	No
Fairfax @ Wilshire	AM	8.2	8.0	No	5.5	5.3	No
	PM	8.6	8.3	No	5.7	5.5	No

Table 8. Alternative A-1 Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
La Brea @ Wilshire	AM	7.8	8.1	No	5.2	5.4	No
	PM	8.3	8.1	No	5.5	5.4	No
Highland @ Wilshire	AM	7.9	7.7	No	5.3	5.1	No
	PM	7.8	7.7	No	5.2	5.1	No
Crenshaw @ Wilshire	AM	7.4	7.2	No	4.9	4.8	No
	PM	7.5	7.2	No	5.0	4.8	No
Alvarado @ Wilshire	AM	7.6	7.5	No	5.0	5.0	No
	PM	7.5	7.5	No	5.0	5.0	No
Vermont @ 8th	AM	7.2	7.2	No	4.8	4.8	No
	PM	7.8	7.8	No	5.2	5.2	No
Fairfax @ San Vicente	AM	7.7	7.8	No	5.1	5.2	No
	PM	7.3	7.3	No	4.8	4.8	No
Fairfax @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	7.9	8.0	No	5.3	5.3	No
Highland @ Olympic	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.6	7.6	No	5.0	5.0	No
Crenshaw @ Olympic	AM	8.5	8.6	No	5.7	5.7	No
	PM	8.3	8.3	No	5.5	5.5	No
Western @ Olympic	AM	8.0	8.1	No	5.3	5.4	No
	PM	8.1	8.2	No	5.4	5.5	No
Alvarado @ Olympic	AM	7.6	7.6	No	5.0	5.0	No
	PM	7.9	8.0	No	5.3	5.3	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2011.

[b]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 base traffic CO 1-hour contribution.

[c]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 base traffic CO 8-hour contribution.

[f]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 with-alternative traffic CO 8-hour contribution.

Source: ICF International, March 2011.

Table 9. Alternative A-2 Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Barrington @ Wilshire	AM	7.2	7.1	No	4.8	4.7	No
	PM	7.1	7.0	No	4.7	4.6	No
Veteran @ Santa Monica	AM	7.3	7.3	No	4.8	4.8	No
	PM	7.4	7.4	No	4.9	4.9	No
Overland @ Santa Monica	AM	7.3	7.4	No	4.8	4.9	No
	PM	7.4	7.4	No	4.9	4.9	No
S. Beverly Glen @ Santa Monica	AM	8.2	8.4	No	5.5	5.6	No
	PM	8.3	8.7	No	5.5	5.8	No
Bundy @ Olympic	AM	8.7	8.1	No	5.8	5.4	No
	PM	8.5	8.5	No	5.7	5.7	No
Sepulveda @ Olympic	AM	8.2	8.2	No	5.5	5.5	No
	PM	8.8	8.8	No	5.9	5.9	No
Veteran @ Pico	AM	7.0	7.1	No	4.6	4.7	No
	PM	7.3	7.3	No	4.8	4.8	No
Westwood @ Pico	AM	7.7	7.7	No	5.1	5.1	No
	PM	8.2	8.3	No	5.5	5.5	No
La Brea @ 3rd	AM	8.3	8.3	No	5.5	5.5	No
	PM	7.8	7.8	No	5.2	5.2	No
Highland @ 3rd	AM	7.8	7.9	No	5.2	5.3	No
	PM	7.6	7.6	No	5.0	5.0	No
Western @ 3rd	AM	7.6	7.7	No	5.0	5.1	No
	PM	7.7	7.7	No	5.1	5.1	No
Highland @ 6th	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.6	7.6	No	5.0	5.0	No
Vermont @ 6th	AM	7.8	7.8	No	5.2	5.2	No
	PM	8.4	8.4	No	5.6	5.6	No
Fairfax @ Wilshire	AM	8.0	7.8	No	5.3	5.2	No
	PM	8.6	8.4	No	5.7	5.6	No
La Brea @ Wilshire	AM	8.4	8.1	No	5.6	5.4	No
	PM	8.3	8.1	No	5.5	5.4	No
Highland @ Wilshire	AM	7.9	7.7	No	5.3	5.1	No
	PM	7.8	7.7	No	5.2	5.1	No
Crenshaw @ Wilshire	AM	7.4	7.1	No	4.9	4.7	No
	PM	7.5	7.3	No	5.0	4.8	No
Alvarado @ Wilshire	AM	7.6	7.5	No	5.0	5.0	No
	PM	7.5	7.5	No	5.0	5.0	No
Vermont @ 8th	AM	7.2	7.2	No	4.8	4.8	No
	PM	7.8	7.8	No	5.2	5.2	No
Fairfax @ San Vicente	AM	7.7	7.9	No	5.1	5.3	No
	PM	7.3	7.3	No	4.8	4.8	No
Fairfax @ Olympic	AM	7.9	7.9	No	5.3	5.3	No
	PM	7.9	7.9	No	5.3	5.3	No
San Vicente @ Olympic	AM	8.4	8.4	No	5.6	5.6	No
	PM	7.9	7.9	No	5.3	5.3	No

Table 9. Alternative A-2 Buildout (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2012 Base Concentration (ppm)[b]	Maximum 1-Hour 2012 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2012 Base Concentration (ppm)[e]	Maximum 8-Hour 2012 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Highland @ Olympic	AM	7.5	7.5	No	5.0	5.0	No
	PM	7.6	7.5	No	5.0	5.0	No
Crenshaw @ Olympic	AM	8.5	8.5	No	5.7	5.7	No
	PM	8.3	8.3	No	5.5	5.5	No
Western @ Olympic	AM	8.0	8.1	No	5.3	5.4	No
	PM	8.1	8.1	No	5.4	5.4	No
Vermont @ Olympic	AM	8.1	8.1	No	5.4	5.4	No
	PM	8.4	8.4	No	5.6	5.6	No
Alvarado @ Olympic	AM	7.6	7.6	No	5.0	5.0	No
	PM	7.9	8.0	No	5.3	5.3	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2011.

[b]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 base traffic CO 1-hour contribution.

[c]SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 base traffic CO 8-hour contribution.

[f]SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 with-alternative traffic CO 8-hour contribution.

Source: ICF International, March 2011.

Table 10. Project Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Project Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Project Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Alvarado @ 6th	AM	6.0	6.1	No	3.9	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No
Alvarado @ Olympic	AM	6.2	6.1	No	4.1	4.0	No
	PM	6.3	6.3	No	4.1	4.1	No
Barrington @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.6	6.6	No	4.3	4.3	No
Barrington @ Wilshire	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.8	No	3.9	3.8	No
Beverly Glen @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
Beverly Glen @ Santa Monica	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.5	6.5	No	4.3	4.3	No
Bundy @ Wilshire	AM	6.0	5.9	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No

Table 10. Project Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Project Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Project Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Crenshaw @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.5	6.5	No	4.3	4.3	No
Crenshaw @ Wilshire	AM	5.9	6.0	No	3.9	3.9	No
	PM	6.1	6.0	No	4.0	3.9	No
E Century Park @ Olympic	AM	6.8	6.9	No	4.5	4.6	No
	PM	6.6	6.6	No	4.3	4.3	No
Fairfax @ 3rd	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.2	6.2	No	4.1	4.1	No
Fairfax @ Olympic	AM	6.9	6.3	No	4.6	4.1	No
	PM	6.3	6.3	No	4.1	4.1	No
Fairfax @ San Vicente	AM	6.2	6.3	No	4.1	4.1	No
	PM	5.9	6.0	No	3.9	3.9	No
Fairfax @ Wilshire	AM	6.4	6.3	No	4.2	4.1	No
	PM	6.6	6.5	No	4.3	4.3	No
Highland @ 3rd	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.1	6.1	No	4.0	4.0	No
Highland @ 6th	AM	5.8	6.0	No	3.8	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
Highland @ Olympic	AM	6.1	6.0	No	4.0	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
Highland @ Wilshire	AM	6.3	6.1	No	4.1	4.0	No
	PM	6.2	6.2	No	4.1	4.1	No
La Brea @ 3rd	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
La Brea @ Olympic	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.7	6.6	No	4.4	4.3	No
La Brea @ Wilshire	AM	6.5	6.4	No	4.3	4.2	No
	PM	6.5	6.4	No	4.3	4.2	No
Overland @ Olympic	AM	6.3	6.3	No	4.1	4.1	No
	PM	6.6	6.6	No	4.3	4.3	No
Overland @ Pico	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
Overland @ Santa Monica	AM	6.0	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
S. Beverly Glen @ Sunset	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.9	No	3.9	3.9	No
San Vicente @ Olympic	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
San Vicente @ Wilshire	AM	6.6	6.5	No	4.3	4.3	No
	PM	6.7	6.5	No	4.4	4.3	No
Sepulveda @ Olympic	AM	6.4	6.5	No	4.2	4.3	No
	PM	6.8	6.8	No	4.5	4.5	No
Sepulveda @ Pico	AM	6.4	6.5	No	4.2	4.3	No
	PM	6.4	6.4	No	4.2	4.2	No

Table 10. Project Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Project Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Project Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Vermont @ 6th	AM	6.3	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Vermont @ 8th	AM	5.9	5.9	No	3.9	3.9	No
	PM	6.2	6.2	No	4.1	4.1	No
Vermont @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.5	6.5	No	4.3	4.3	No
Veteran @ Olympic	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.4	6.4	No	4.2	4.2	No
Veteran @ Santa Monica	AM	5.9	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
Veteran @ Sunset	AM	6.1	6.1	No	4.0	4.0	No
	PM	5.9	5.9	No	3.9	3.9	No
Veteran @ Wilshire	AM	7.4	7.2	No	4.9	4.8	No
	PM	6.9	6.8	No	4.6	4.5	No
W Century Park @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.2	6.2	No	4.1	4.1	No
Western @ 3rd	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.2	No	4.0	4.1	No
Western @ 6th	AM	5.9	6.0	No	3.9	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
Western @ Olympic	AM	6.3	6.4	No	4.1	4.2	No
	PM	6.4	6.4	No	4.2	4.2	No
Westwood @ Olympic	AM	6.4	6.5	No	4.2	4.3	No
	PM	7.0	7.0	No	4.6	4.6	No
Westwood @ Pico	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Westwood @ Santa Monica	AM	6.4	6.5	No	4.2	4.3	No
	PM	6.5	6.6	No	4.3	4.3	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009.

[b]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 base traffic CO 1-hour contribution.

[c]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 with-project traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 base traffic CO 8-hour contribution.

[f]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 with-project traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Table 11. Alternative A Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Alvarado @ Olympic	AM	6.2	6.1	No	4.1	4.0	No
	PM	6.3	6.3	No	4.1	4.1	No
Alvarado @ Wilshire	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No
Barrington @ Wilshire	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.8	No	3.9	3.8	No
Beverly Glen @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
Beverly Glen @ Santa Monica	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.5	6.2	No	4.3	4.1	No
Bundy @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.6	6.6	No	4.3	4.3	No
Bundy @ Wilshire	AM	6.0	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
Century Park W @ Santa Monica	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.0	6.0	No	3.9	3.9	No
Crenshaw @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.5	6.5	No	4.3	4.3	No
Crenshaw @ Wilshire	AM	6.0	5.9	No	3.9	3.9	No
	PM	6.1	6.0	No	4.0	3.9	No
E Century Park @ Olympic	AM	6.8	6.9	No	4.5	4.6	No
	PM	6.6	6.6	No	4.3	4.3	No
Fairfax @ 3rd	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.2	6.2	No	4.1	4.1	No
Fairfax @ Olympic	AM	6.9	6.3	No	4.6	4.1	No
	PM	6.3	6.3	No	4.1	4.1	No
Fairfax @ Wilshire	AM	6.4	6.3	No	4.2	4.1	No
	PM	6.6	6.5	No	4.3	4.3	No
Highland @ 6th	AM	5.8	6.1	No	3.8	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No
Highland @ Olympic	AM	6.1	6.0	No	4.0	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
La Brea @ Olympic	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.7	6.7	No	4.4	4.4	No
La Brea @ Wilshire	AM	6.5	6.4	No	4.3	4.2	No
	PM	6.5	6.4	No	4.3	4.2	No
Overland @ Olympic	AM	6.3	6.3	No	4.1	4.1	No
	PM	6.6	6.6	No	4.3	4.3	No
Overland @ Santa Monica	AM	6.0	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
S. Beverly Glen @ Sunset	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.9	No	3.9	3.9	No
S. Beverly Glen @ Wilshire	AM	6.4	6.8	No	4.2	4.5	No
	PM	6.3	6.2	No	4.1	4.1	No

Table 11. Alternative A Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
San Vicente @ Olympic	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
Sepulveda @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.8	6.8	No	4.5	4.5	No
Sepulveda @ Pico	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.4	6.4	No	4.2	4.2	No
Sepulveda @ Santa Monica	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.2	6.2	No	4.1	4.1	No
Vermont @ 6th	AM	6.3	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Vermont @ 8th	AM	5.9	5.9	No	3.9	3.9	No
	PM	6.2	6.2	No	4.1	4.1	No
Veteran @ Olympic	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.4	6.4	No	4.2	4.2	No
Veteran @ Sunset	AM	6.1	6.1	No	4.0	4.0	No
	PM	5.9	5.9	No	3.9	3.9	No
W Century Park @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.2	6.2	No	4.1	4.1	No
Western @ 3rd	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.2	No	4.0	4.1	No
Western @ 6th	AM	5.9	6.0	No	3.9	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
Western @ Olympic	AM	6.3	6.3	No	4.1	4.1	No
	PM	6.4	6.4	No	4.2	4.2	No
Westwood @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	7.0	7.1	No	4.6	4.7	No
Westwood @ Pico	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Westwood @ Santa Monica	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.5	6.6	No	4.3	4.3	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009.

[b]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 base traffic CO 1-hour contribution.

[c]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 base traffic CO 8-hour contribution.

[f]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 with-alternative traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Table 12. Alternative A-1 Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Veteran @ Sunset	AM	6.1	6.1	No	4.0	4.0	No
	PM	5.9	5.9	No	3.9	3.9	No
S Beverly Glen @ Sunset	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.9	No	3.9	3.9	No
Bundy @ Wilshire	AM	6.0	5.9	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
Barrington @ Wilshire	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.8	No	3.9	3.8	No
S. Beverly Glen @ Wilshire	AM	6.4	6.8	No	4.2	4.5	No
	PM	6.3	6.2	No	4.1	4.1	No
Westwood @ Santa Monica	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.5	6.6	No	4.3	4.3	No
Overland @ Santa Monica	AM	6.0	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
Century Park W @ Santa Monica	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.0	6.0	No	3.9	3.9	No
Bundy @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.6	6.6	No	4.3	4.3	No
Barrington @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.6	6.6	No	4.3	4.3	No
Veteran @ Olympic	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.4	6.4	No	4.2	4.2	No
Westwood @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	7.0	7.1	No	4.6	4.7	No
Beverly Glen @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
Century Park W @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.2	6.2	No	4.1	4.1	No
E Century Park @ Olympic	AM	6.8	6.9	No	4.5	4.6	No
	PM	6.6	6.6	No	4.3	4.3	No
Sepulveda @ Pico	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.4	6.4	No	4.2	4.2	No
Westwood @ Pico	AM	6.2	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Overland @ Pico	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
La Brea @ 3rd	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
Western @ 3rd	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No
Vermont @ 3rd	AM	6.3	6.2	No	4.1	4.1	No
	PM	6.4	6.4	No	4.2	4.2	No
Highland @ 6th	AM	5.8	6.1	No	3.8	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No

Table 12. Alternative A-1 Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Vermont @ 6th	AM	6.3	6.2	No	4.1	4.1	No
	PM	6.5	6.5	No	4.3	4.3	No
Fairfax @ Wilshire	AM	6.4	6.3	No	4.2	4.1	No
	PM	6.6	6.5	No	4.3	4.3	No
La Brea @ Wilshire	AM	6.5	6.4	No	4.3	4.2	No
	PM	6.5	6.4	No	4.3	4.2	No
Highland @ Wilshire	AM	6.3	6.1	No	4.1	4.0	No
	PM	6.2	6.2	No	4.1	4.1	No
Crenshaw @ Wilshire	AM	5.9	5.9	No	3.9	3.9	No
	PM	6.1	6.0	No	4.0	3.9	No
Vermont @ 8th	AM	5.9	5.9	No	3.9	3.9	No
	PM	6.2	6.2	No	4.1	4.1	No
Fairfax @ Olympic	AM	6.9	6.3	No	4.6	4.1	No
	PM	6.3	6.3	No	4.1	4.1	No
San Vicente @ Olympic	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
La Brea @ Olympic	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.7	6.7	No	4.4	4.4	No
Crenshaw @ Olympic	AM	6.6	6.6	No	4.3	4.3	No
	PM	6.5	6.5	No	4.3	4.3	No
Western @ Olympic	AM	6.3	6.4	No	4.1	4.2	No
	PM	6.4	6.4	No	4.2	4.2	No
Vermont @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.5	6.5	No	4.3	4.3	No
Alvarado @ Olympic	AM	6.2	6.1	No	4.1	4.0	No
	PM	6.3	6.3	No	4.1	4.1	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2011.

[b]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 base traffic CO 1-hour contribution.

[c]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 base traffic CO 8-hour contribution.

[f]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 with-alternative traffic CO 8-hour contribution.

Source: ICF International, March 2011.

Table 13. Alternative A-2 Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Veteran @ Sunset	AM	6.1	6.1	No	3.9	3.9	No
	PM	5.9	5.9	No	3.8	3.8	No
S Beverly Glen @ Sunset	AM	5.9	5.9	No	3.9	3.9	No
	PM	5.9	5.9	No	3.9	3.9	No
N Beverly Glen @ Sunset	AM	5.8	5.8	No	3.9	3.9	No
	PM	5.9	6.0	No	4.1	4.1	No
Barrington @ Wilshire	AM	5.9	5.9	No	4.1	4.1	No
	PM	5.9	5.9	No	4.1	4.1	No
Sepulveda @ Santa Monica	AM	6.2	6.2	No	4.3	4.3	No
	PM	6.2	6.2	No	4.1	4.1	No
Overland @ Santa Monica	AM	6.0	6.0	No	3.9	3.9	No
	PM	6.0	6.0	No	3.9	3.9	No
Bundy @ Olympic	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.6	6.6	No	4.3	4.3	No
Barrington @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.6	6.6	No	4.3	4.3	No
Sepulveda @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	6.8	6.8	No	4.5	4.5	No
Veteran @ Olympic	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.4	6.4	No	4.2	4.2	No
Westwood @ Olympic	AM	6.4	6.4	No	4.2	4.2	No
	PM	7.0	7.1	No	4.6	4.7	No
Overland @ Olympic	AM	6.3	6.3	No	4.1	4.1	No
	PM	6.6	6.6	No	4.3	4.1	No
Overland @ Pico	AM	6.7	6.7	No	4.4	4.4	No
	PM	6.7	6.7	No	4.4	4.4	No
Fairfax @ 3rd	AM	6.2	6.2	No	4.1	4.0	No
	PM	6.2	6.2	No	4.0	4.0	No
La Brea @ 3rd	AM	6.5	6.2	No	4.0	4.1	No
	PM	6.3	6.1	No	3.8	3.9	No
Western @ 3rd	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.2	No	4.1	4.1	No
Highland @ 6th	AM	5.8	6.0	No	4.3	4.3	No
	PM	6.1	6.1	No	4.2	4.1	No
Vermont @ 6th	AM	6.3	6.2	No	4.3	4.3	No
	PM	6.5	6.5	No	3.9	3.9	No
Fairfax @ Wilshire	AM	6.4	6.3	No	4.0	3.9	No
	PM	6.6	6.5	No	3.6	3.6	No
La Brea @ Wilshire	AM	6.5	6.4	No	4.3	4.2	No
	PM	6.5	6.4	No	4.3	4.2	No
Crenshaw @ Wilshire	AM	5.9	5.9	No	3.5	3.6	No
	PM	6.1	6.0	No	4.6	4.1	No
Alvarado @ Wilshire	AM	6.1	6.1	No	4.0	4.0	No
	PM	6.1	6.1	No	4.0	4.0	No

Table 13. Alternative A-2 Horizon (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2020 Base Concentration (ppm)[b]	Maximum 1-Hour 2020 w/ Alternative Concentration (ppm)[c]	Significant 1-Hour Concentration Impact?[d]	Maximum 8-Hour 2020 Base Concentration (ppm)[e]	Maximum 8-Hour 2020 w/ Alternative Concentration (ppm)[f]	Significant 8-Hour Concentration Impact?[d]
Fairfax @ 8th	AM	5.5	5.5	No	4.1	4.1	No
	PM	5.4	5.5	No	4.3	4.3	No
Vermont @ 8th	AM	5.9	5.9	No	3.9	3.9	No
	PM	6.2	6.2	No	4.1	4.1	No
Fairfax @ Olympic	AM	6.9	6.3	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.2	No
San Vicente @ Olympic	AM	6.5	6.6	No	4.3	4.3	No
	PM	6.3	6.3	No	4.1	4.1	No
La Brea @ Olympic	AM	6.5	6.5	No	4.3	4.3	No
	PM	6.7	6.7	No	4.4	4.4	No
Highland @ Olympic	AM	6.1	6.0	No	4.0	3.9	No
	PM	6.1	6.1	No	4.0	4.0	No
Crenshaw @ Olympic	AM	6.6	6.6	No	4.2	4.2	No
	PM	6.5	6.5	No	4.0	4.2	No
Western @ Olympic	AM	6.3	6.4	No	4.2	4.3	No
	PM	6.4	6.4	No	4.1	4.0	No
Vermont @ Olympic	AM	6.1	6.4	No	4.1	4.1	No
	PM	6.4	6.5	No	3.9	3.9	No
Alvarado @ Olympic	AM	6.2	6.1	No	3.8	3.8	No
	PM	6.3	6.3	No	3.9	3.9	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix A.

ppm = parts per million

[a]Peak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2011.

[b]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 base traffic CO 1-hour contribution.

[c]SCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 with-alternative traffic CO 1-hour contribution.

[d]The State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

[e]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 base traffic CO 8-hour contribution.

[f]SCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 with-alternative traffic CO 8-hour contribution.

Source: ICF International, March 2011.

Toxic Air Contaminants

Regarding potential TAC emissions associated with the buildout and long-term operation of the proposed project and project alternative, SCAQMD recommends that a health risk assessment (HRA) be conducted for projects that emit substantial diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) or certain industrial projects that result in the emitting of acute and/or chronically hazardous TAC pollutants. Since both the proposed project and project alternative would operate CNG buses rather than diesel buses, and would not result in the emission of acute and/or chronically hazardous TAC pollutants, an air toxics HRA is not warranted. Potential project-generated air toxic impacts on surrounding land uses would be less than significant. No mitigation measures are necessary.

5.3 Climate Change/Greenhouse Gas Emissions

Global climate change is caused by combined worldwide greenhouse gas emissions, and mitigating global climate change will require worldwide solutions. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, CO_2, N_2O, CH_4, O_3, and certain hydro- and fluorocarbons. This phenomenon, known as the "greenhouse effect", keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life. Increases in these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surface. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as O_3 precursors) and TACs, which are pollutants of regional and local concern.

One of the main strategies to reduce California GHG emissions is to make California's transportation system more efficient. The California Department of Transportation (Caltrans) and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98% of California's GHG emissions are from the burning of fossil fuels and 40% of all human-made GHG emissions are from transportation, Caltrans has created and is implementing the *Climate Action Program at Caltrans* (December 2006).

Caltrans' primary strategy to reduce State GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (025 mph and speeds over 55 mph. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction

in GHG emissions. As the objective of the proposed project is to reduce congestion and improve operational efficiency within the immediate project vicinity, GHG emissions after completion of the proposed project would be reduced when compared to existing conditions.

During construction, existing ARB regulations (Title 13 of the California Code of Regulations, Sections 2480 and 2485), which limit idling of diesel-fueled commercial motor vehicles, would help to limit GHG emissions associated with project-related construction vehicles.

Table 14 presents an estimate of project-related GHG emissions of CO_2e. As shown therein, the proposed project's contribution to GHG emissions during short-term construction activities is estimated to be 62 metric tons (emissions would be less under the project alternative due to reduced construction activity). In an effort to put this number into perspective, statewide CO_2e emissions for year 2006 were estimated to be 479.8 million metric tons. As such, the relative amounts of GHG emissions associated with this project are negligible. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause substantial climate change directly. Thus, project emissions, in isolation, are considered less than significant. However, climate change is a global cumulative impact, and the proper context for analysis of this issue is not a project's emissions in isolation, but rather as a contribution to cumulative GHG emissions.

Table 14. Estimate of Project-related Greenhouse Gas Emissions (Metric Tons per Year) [a]

	CO_2e
California State-wide Average Daily Emissions (year 2006)	**479,800,000**
Project Emissions	
Construction-period Emissions (2010)	**62**
SCAQMD Daily Significance Threshold	N/A
Exceed Significance Threshold?	**NA**

Notes:
[a] URBEMIS 2007 output and energy emissions calculation worksheets are provided in the Air Quality Appendix.
Source: ICF International, August 2008.

Because quantitative GHG guidelines, including relevant thresholds, have not been developed by the SCAQMD, these emissions are provided for information purposes only. According to a recent white paper by the Association of Environmental Professionals, "an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions." Project-related impacts are expected to be less than significant because climate change would not occur directly from project emissions. Nevertheless, mitigation measures to reduce project-related GHG emissions by the greatest extent feasible are prescribed below.

Mitigation Measures

AQ-1 To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste.

AQ-2 Minimize grading, earth-moving, and other energy-intensive construction practices.

AQ-3 To the extent applicable and practicable, replacement trees or landscaping shall be provided.

AQ-4 To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.

Residual Impacts

As described above, the proposed project would serve to reduce GHG emissions, in comparison to existing conditions, by improving existing traffic circulation and relieving existing local congestion. Implementation of prescribed mitigation measures during construction would further reduce the proposed project's GHG emissions. As such, the proposed project would not conflict with the State's goal of reducing GHG emissions to 1990 levels by 2020. Project impacts relative to GHG emissions and climate change would be less than significant.

6.0 Project Consistency with Regional AQMP

SCAQMD is required, pursuant to the CAA, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., O_3, PM_{10}, and $PM_{2.5}$). The proposed project would be subject to SCAQMD's AQMP. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.

The proposed project is consistent with the all local general plans, and is identified in the currently conforming SCAG Final 2011 FTIP (see Section 8.0 below). ~~The proposed project would be compatible with the surrounding uses.~~

Because the proposed project is consistent with ~~the~~ local general plans and is identified in the currently conforming SCAG Final 2011 FTIP, pursuant to SCAQMD guidelines, the proposed project is considered consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which is crafted to bring the Basin into attainment for all criteria pollutants. Accordingly, the proposed project would be consistent with the projections in the AQMP, thus resulting in a less-than-significant impact.
~~The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., O_3, PM_{10}, and~~

~~$PM_{2.5}$). The project would be subject to the SCAQMD's AQMP. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.~~

7.0 Cumulative Impacts

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As previously discussed, the proposed project is identified in the currently conforming SCAG Final 2011 FTIP and would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.[27]

In addition, the mass regional emissions calculated for the proposed project and presented earlier in Table 4 (regional construction emissions) would not exceed applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Both the proposed project and project alternative would comply with the SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant.

With regard to climate change and GHG emissions, the amounts of construction- and operations-period GHG emissions that would result from development of the proposed project and project alternative are negligible. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause climate change. The proposed project would be consistent with the State's goals of reducing GHG emissions to 1990 levels by 2020. As such, the proposed project's contribution to climate change/worldwide GHG emissions would be less than significant.

[27] CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

8.0 Transportation Conformity Determination (NEPA)

The concept of transportation conformity was introduced in the 1977 federal CAA, which includes a provision to ensure that federal transportation investments conform to the State Implementation Plan (SIP) for meeting the NAAQS. Conformity requirements were made substantially more rigorous in the federal CAA amendments of 1990, and the transportation conformity regulation that details implementation of the conformity requirements was first issued in November 1993, though the requirements have been amended many times. The most recent complete set of amendments to the Transportation Conformity Rule is found at 40 Code of Federal Regulations (CFR) parts 51 and 93 (August 15, 1997).

The proposed project is included in the Southern California Association of Governments (SCAG) Final 2008 Regional Transportation Plan (RTP) and SCAG Final ~~Adopted 2008 Regional~~ 2011 Federal Transportation Improvement Program (~~RTIP~~FTIP) ~~including Amendment 1-32~~, under project identification number LA29202W. The Final 2008 RTP and Final ~~2008 RTIP~~ 2011 FTIP were found to be conforming by Federal Highway Administration (FHWA) on June 6, 2008 and ~~November 17, 2008~~ December 14, 2010, respectively. The project design concept and scope as described in this Air Quality Report is consistent with the project description in the currently conforming RTP and ~~RTIP~~FTIP. As such, the project's operational emissions, which include the ozone (O_3) precursors reactive organic gases (ROG) and nitrogen oxides (NO_X), meet regional transportation conformity determination requirements imposed by the U.S. Environmental Protection Agency (EPA). In addition, the project qualifies for an exemption from the requirement to determine conformity per 23 CFR 93.126. As such, the project does not require a project-level CO or PM conformity analysis.

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10.0 List of Preparers

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Appendix A Air Quality Worksheets

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: G:\Los Angeles\3_Projects_Air Quality_Metro\Wilshire Bus Lane\Impact Analysis\URBEMIS\WilshireBRT.urb924

Project Name: Wilshire BRT

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (lbs/day unmitigated)	3.00	16.47	10.93	0.00	0.76	1.35	1.39	0.16	1.24	1.25	1,581.72

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 4/1/2010-4/30/2010 Active Days: 22	1.25	8.71	6.10	0.00	0.76	0.63	1.39	0.16	0.58	0.74	956.70
Demolition 04/01/2010-04/30/2010	1.25	8.71	6.10	0.00	0.76	0.63	1.39	0.16	0.58	0.74	956.70
Fugitive Dust	0.00	0.00	0.00	0.00	0.75	0.00	0.75	0.16	0.00	0.16	0.00
Demo Off Road Diesel	1.14	7.68	4.68	0.00	0.00	0.59	0.59	0.00	0.54	0.54	700.30
Demo On Road Diesel	0.07	0.97	0.37	0.00	0.00	0.04	0.04	0.00	0.04	0.04	132.01
Demo Worker Trips	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 5/3/2010-7/30/2010 Active Days: 65	3.00	16.47	10.93	0.00	0.02	1.35	1.37	0.01	1.24	1.25	1,581.72
Asphalt 05/01/2010-07/30/2010	3.00	16.47	10.93	0.00	0.02	1.35	1.37	0.01	1.24	1.25	1,581.72
Paving Off-Gas	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.48	14.87	8.27	0.00	0.00	1.28	1.28	0.00	1.18	1.18	1,131.92
Paving On Road Diesel	0.11	1.48	0.57	0.00	0.01	0.06	0.07	0.00	0.06	0.06	201.02
Paving Worker Trips	0.07	0.12	2.10	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.79

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Phase Assumptions

Phase: Demolition 4/1/2010 - 4/30/2010 - Default Demolition Description

Building Volume Total (cubic feet): 35880

Building Volume Daily (cubic feet): 1794

On Road Truck Travel (VMT): 31.15

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Paving 5/1/2010 - 7/30/2010 - Default Paving Description

Acres to be Paved: 8.72

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: G:\Los Angeles\3_Projects_Air Quality_Metro\Wilshire Bus Lane\Impact Analysis\URBEMIS\WilshireBRT.urb924

Project Name: Wilshire BRT

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (tons/year unmitigated)	0.11	0.63	0.42	0.00	0.01	0.05	0.06	0.00	0.05	0.05	61.93

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010	0.11	0.63	0.42	0.00	0.01	0.05	0.06	0.00	0.05	0.05	61.93
Demolition 04/01/2010-04/30/2010	0.01	0.10	0.07	0.00	0.01	0.01	0.02	0.00	0.01	0.01	10.52
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.08	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	7.70
Demo On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.45
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37
Asphalt 05/01/2010-07/30/2010	0.10	0.54	0.36	0.00	0.00	0.04	0.04	0.00	0.04	0.04	51.41
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.08	0.48	0.27	0.00	0.00	0.04	0.04	0.00	0.04	0.04	36.79
Paving On Road Diesel	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.53
Paving Worker Trips	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.09

Phase Assumptions

1/20/2010 02:01:48 PM

Phase: Demolition 4/1/2010 - 4/30/2010 - Default Demolition Description

Building Volume Total (cubic feet): 35880

Building Volume Daily (cubic feet): 1794

On Road Truck Travel (VMT): 31.15

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Paving 5/1/2010 - 7/30/2010 - Default Paving Description

Acres to be Paved: 8.72

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Title : Los Angeles County Avg Annual CYrs 2012 and 2020 Default Title
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/01/15 12:10:52
Scen Year: 2012 -- All model years in the range 1968 to 2012 selected
Season : Annual
Area : Los Angeles
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Year: 2012 -- Model Years 1968 to 2012 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Los Angeles County Average

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	ALL
3	3.564	7.023	5.094	7.055	16.073	8.471	11.718	23.803	8.693	28.937	31.587	21.361	43.451	5.703
4	3.45	6.715	4.935	6.775	16.073	8.471	11.718	23.803	8.693	28.937	31.587	21.361	43.451	5.558
5	3.344	6.432	4.786	6.516	16.073	8.471	11.718	23.803	8.693	28.937	31.587	21.361	43.451	5.423
6	3.243	6.166	4.645	6.275	14.754	7.785	10.797	22.162	7.998	26.411	30.346	19.66	39.877	5.188
7	3.148	5.921	4.511	6.05	13.572	7.169	9.969	20.633	7.374	24.162	29.208	18.132	36.677	4.971
8	3.058	5.693	4.385	5.841	12.513	6.616	9.223	19.21	6.813	22.156	28.165	16.758	33.808	4.77
9	2.974	5.482	4.266	5.646	11.562	6.119	8.55	17.885	6.307	20.364	27.209	15.519	31.232	4.583
10	2.894	5.285	4.152	5.463	10.706	5.671	7.942	16.653	5.852	18.76	26.334	14.402	28.916	4.409
11	2.818	5.103	4.044	5.293	9.936	5.268	7.393	15.509	5.44	17.322	25.533	13.394	26.83	4.247
12	2.746	4.932	3.942	5.133	9.241	4.903	6.895	14.45	5.068	16.032	24.801	12.481	24.95	4.096
13	2.678	4.773	3.844	4.982	8.613	4.574	6.443	13.47	4.732	14.873	24.133	11.655	23.252	3.956
14	2.613	4.624	3.751	4.841	8.046	4.276	6.033	12.568	4.427	13.829	23.525	10.905	21.718	3.825
15	2.551	4.484	3.663	4.708	7.533	4.006	5.661	11.739	4.15	12.888	22.972	10.225	20.329	3.702
16	2.492	4.354	3.578	4.582	7.067	3.76	5.322	10.981	3.898	12.039	22.472	9.608	19.072	3.588
17	2.436	4.231	3.497	4.464	6.645	3.538	5.014	10.293	3.67	11.272	22.022	9.046	17.931	3.481
18	2.382	4.116	3.42	4.353	6.262	3.336	4.732	9.672	3.462	10.579	21.618	8.534	16.896	3.381
19	2.331	4.008	3.346	4.247	5.914	3.152	4.476	9.096	3.272	9.951	21.259	8.068	15.955	3.287
20	2.282	3.907	3.275	4.147	5.598	2.984	4.242	8.753	3.1	9.381	20.943	7.643	15.1	3.203
21	2.235	3.811	3.208	4.053	5.31	2.831	4.028	8.429	2.942	8.865	20.667	7.256	14.322	3.125
22	2.19	3.722	3.143	3.964	5.047	2.692	3.833	8.123	2.798	8.397	20.431	6.902	13.614	3.05
23	2.147	3.637	3.081	3.879	4.809	2.566	3.654	7.833	2.667	7.971	20.233	6.579	12.97	2.98
24	2.105	3.557	3.021	3.799	4.591	2.45	3.491	7.559	2.547	7.585	20.073	6.284	12.383	2.913
25	2.066	3.482	2.964	3.722	4.393	2.345	3.341	7.299	2.438	7.234	19.949	6.014	11.849	2.851
26	2.028	3.412	2.909	3.65	4.213	2.248	3.205	7.053	2.338	6.915	19.86	5.768	11.363	2.791
27	1.992	3.345	2.856	3.582	4.049	2.161	3.08	6.821	2.247	6.625	19.808	5.544	10.921	2.735
28	1.957	3.282	2.806	3.517	3.9	2.081	2.966	6.601	2.164	6.362	19.791	5.339	10.519	2.682
29	1.923	3.224	2.757	3.455	3.765	2.009	2.862	6.394	2.089	6.124	19.811	5.152	10.154	2.632
30	1.891	3.168	2.71	3.397	3.642	1.943	2.767	6.198	2.02	5.908	19.866	4.982	9.823	2.584
31	1.861	3.116	2.666	3.342	3.531	1.883	2.68	6.013	1.957	5.713	19.958	4.827	9.524	2.539
32	1.831	3.068	2.623	3.29	3.431	1.829	2.602	5.839	1.901	5.537	20.088	4.687	9.254	2.497
33	1.803	3.022	2.582	3.241	3.341	1.781	2.531	5.676	1.849	5.378	20.257	4.56	9.012	2.457
34	1.776	2.98	2.542	3.194	3.26	1.737	2.466	5.523	1.803	5.236	20.466	4.446	8.796	2.42
35	1.75	2.94	2.504	3.15	3.189	1.698	2.408	5.379	1.762	5.11	20.716	4.344	8.603	2.385
36	1.725	2.904	2.468	3.109	3.125	1.664	2.356	5.246	1.725	4.998	21.01	4.252	8.434	2.352
37	1.701	2.87	2.433	3.071	3.07	1.633	2.31	5.122	1.693	4.9	21.349	4.172	8.285	2.321
38	1.679	2.839	2.4	3.035	3.022	1.607	2.27	5.007	1.664	4.814	21.737	4.101	8.158	2.293
39	1.657	2.811	2.368	3.001	2.982	1.584	2.234	4.901	1.64	4.741	22.175	4.039	8.05	2.267
40	1.637	2.785	2.338	2.97	2.949	1.565	2.204	4.805	1.619	4.68	22.668	3.987	7.96	2.242

Title : Los Angeles County Avg Annual CYrs 2012 and 2020 Default Title
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/01/15 12:10:52
Scen Year: 2020 -- All model years in the range 1976 to 2020 selected
Season : Annual
Area : Los Angeles
****

Year: 2020 -- Model Years 1976 to 2020 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Los Angeles County Average

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	ALL
3	1.679	2.718	3.052	4.018	6.974	3.292	6.594	10.538	5.749	21.491	25.073	15.342	7.94	2.941
4	1.64	2.643	2.978	3.894	6.974	3.292	6.594	10.538	5.749	21.491	25.073	15.342	7.94	2.887
5	1.603	2.572	2.907	3.777	6.974	3.292	6.594	10.538	5.749	21.491	25.073	15.342	7.94	2.835
6	1.567	2.503	2.839	3.667	6.404	3.031	6.087	9.68	5.301	19.616	24.176	14.139	7.288	2.727
7	1.533	2.438	2.774	3.564	5.894	2.796	5.63	8.882	4.897	17.947	23.349	13.056	6.705	2.626
8	1.5	2.375	2.711	3.466	5.435	2.584	5.217	8.142	4.533	16.458	22.586	12.08	6.181	2.531
9	1.467	2.316	2.651	3.373	5.024	2.394	4.844	7.456	4.204	15.127	21.884	11.2	5.711	2.443
10	1.437	2.259	2.592	3.285	4.654	2.222	4.506	6.823	3.907	13.937	21.237	10.405	5.289	2.36
11	1.407	2.205	2.536	3.201	4.32	2.067	4.2	6.242	3.638	12.87	20.641	9.685	4.908	2.283
12	1.378	2.153	2.482	3.122	4.019	1.926	3.922	5.71	3.395	11.912	20.092	9.034	4.565	2.21
13	1.35	2.103	2.43	3.047	3.747	1.799	3.67	5.227	3.174	11.051	19.587	8.443	4.255	2.143
14	1.323	2.056	2.38	2.975	3.501	1.684	3.44	4.792	2.973	10.276	19.124	7.906	3.974	2.079
15	1.297	2.01	2.331	2.906	3.278	1.579	3.231	4.403	2.79	9.577	18.699	7.419	3.721	2.02
16	1.272	1.967	2.284	2.841	3.077	1.484	3.04	4.059	2.624	8.947	18.311	6.975	3.491	1.964
17	1.247	1.925	2.239	2.778	2.893	1.397	2.867	3.76	2.473	8.377	17.957	6.571	3.282	1.912
18	1.223	1.884	2.195	2.719	2.727	1.318	2.708	3.505	2.335	7.862	17.635	6.203	3.093	1.863
19	1.2	1.846	2.153	2.661	2.576	1.246	2.563	3.28	2.209	7.396	17.345	5.867	2.921	1.817
20	1.178	1.808	2.112	2.607	2.438	1.181	2.43	3.179	2.094	6.973	17.084	5.561	2.765	1.777
21	1.157	1.772	2.072	2.554	2.313	1.121	2.309	3.085	1.988	6.59	16.851	5.281	2.623	1.739
22	1.136	1.738	2.034	2.504	2.199	1.066	2.198	2.997	1.892	6.242	16.646	5.025	2.493	1.702
23	1.115	1.705	1.997	2.455	2.095	1.016	2.096	2.914	1.804	5.926	16.468	4.791	2.375	1.668
24	1.096	1.673	1.961	2.409	2.001	0.971	2.003	2.836	1.724	5.639	16.315	4.576	2.268	1.634
25	1.077	1.642	1.926	2.365	1.914	0.929	1.917	2.764	1.65	5.378	16.188	4.381	2.17	1.603
26	1.058	1.612	1.892	2.322	1.836	0.891	1.839	2.696	1.583	5.141	16.086	4.202	2.081	1.573
27	1.04	1.584	1.859	2.281	1.764	0.857	1.768	2.633	1.521	4.926	16.008	4.038	2	1.544
28	1.022	1.556	1.828	2.241	1.699	0.825	1.702	2.574	1.465	4.731	15.956	3.888	1.926	1.516
29	1.006	1.529	1.797	2.203	1.64	0.796	1.642	2.519	1.413	4.554	15.928	3.752	1.859	1.49
30	0.989	1.504	1.767	2.167	1.587	0.77	1.587	2.469	1.366	4.393	15.925	3.627	1.799	1.465
31	0.973	1.479	1.738	2.132	1.538	0.746	1.537	2.421	1.323	4.248	15.948	3.514	1.744	1.441
32	0.957	1.455	1.71	2.098	1.495	0.724	1.491	2.378	1.284	4.117	15.997	3.411	1.695	1.418
33	0.942	1.432	1.683	2.066	1.455	0.704	1.449	2.338	1.249	4	16.073	3.317	1.65	1.397
34	0.928	1.41	1.657	2.035	1.42	0.687	1.412	2.301	1.217	3.894	16.176	3.233	1.61	1.376
35	0.913	1.388	1.631	2.005	1.388	0.671	1.378	2.268	1.188	3.8	16.308	3.157	1.575	1.356
36	0.9	1.368	1.606	1.977	1.361	0.657	1.347	2.238	1.162	3.717	16.469	3.089	1.544	1.338
37	0.886	1.348	1.582	1.949	1.336	0.644	1.319	2.211	1.139	3.644	16.662	3.028	1.516	1.32
38	0.873	1.329	1.559	1.923	1.315	0.633	1.295	2.187	1.119	3.581	16.888	2.974	1.493	1.303
39	0.86	1.31	1.537	1.898	1.297	0.624	1.273	2.167	1.101	3.527	17.148	2.928	1.473	1.287
40	0.848	1.292	1.515	1.874	1.283	0.615	1.255	2.149	1.085	3.481	17.445	2.888	1.457	1.272

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND 6TH ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1047   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1047   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1064   4.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1064   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1430   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1430   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1432   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1432   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    780   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    708   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG    814   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    814   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1235   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1175   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1182   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1182   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.6 *   .0  1.1   .1   .0   .0   .0   .5   .1
2. SE3      *  354. *   2.6 *   .0   .2   .9   .0   .0   .8   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .4   .0   .0  1.5   .2   .0
4. NW3      *  175. *   2.7 *   .0   .6   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND 6TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1016   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1059   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1059   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1460   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1460   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1533   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1533   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    814   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    732   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG    834   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    834   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1351   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1276   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1215   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1215   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0  1.1   .1   .0   .0   .0   .6   .1
2. SE3      *  275. *   2.9 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.1 *   .0   .0   .4   .0   .0  1.5   .2   .0
4. NW3      *  175. *   2.9 *   .0   .5   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.4   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1342   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1342   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1399   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1399   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1113   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1113   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1170   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1170   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1268   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1157   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1233   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1233   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1160   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1069   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1081   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1081   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    111   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     91   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.4   .2   .0   .0   .0   .5   .1
2. SE3      *  355. *   3.0 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   85. *   2.9 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.9 *   .1   .7   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND 6TH ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1016   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1113   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1113   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1116   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1116   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1235   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1235   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1206   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1281   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1281   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1277   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1170   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1110   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1110   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    124   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    107   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   2.9 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .1   .0  1.2   .2   .0
4. NW3      *  175. *   2.9 *   .0   .5   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    953   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    885   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    996   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    996   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1164   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1033   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    832   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    832   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1104   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1064   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1375   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1375   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1695   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1576   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1713   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1713   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     68   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    131   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     40   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    119   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.0 *   .0   .0   .5   .0   .0  1.1   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.2   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    949   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    883   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    993   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    993   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1197   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1055   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    850   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    850   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1130   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1088   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1398   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1398   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1717   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1752   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1752   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     66   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    142   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     42   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    117   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .0   .0  1.2   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.2   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1071   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    979   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1200   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1200   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1151   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1024   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    972   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    972   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1795   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1687   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1902   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1902   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1560   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1353   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1503   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1503   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    127   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    207   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.1 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .7   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.4   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .9   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1062   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    975   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1201   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1201   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1164   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1027   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    968   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    968   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1842   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1734   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1942   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1942   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1556   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1350   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1513   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1513   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    206   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.2 *   .0   .1  1.3   .0   .1   .5   .0   .0
3. SW3      *   84. *   3.1 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .7   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    643   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    531   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    502   4.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    502   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    712   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    539   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    539   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1781   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1720   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1232   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1183   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1508   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1508   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    202   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     49   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.4 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    648   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    535   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    512   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG    512   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    722   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    513   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    521   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    521   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1631   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1581   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1693   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1693   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1163   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1112   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1438   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1438   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    113   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    209   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     50   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     51   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.3 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    328   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    383   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    383   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    504   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    460   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    542   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    542   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1862   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1787   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1839   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1839   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1569   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1577   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1577   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     44   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     16   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.6 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.4 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    391   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    324   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    367   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    367   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    519   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    472   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    549   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    549   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1761   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1688   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1752   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1752   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1502   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1489   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1505   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1505   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     67   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     47   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     73   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     13   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.5 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.3 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND OLYMPIC AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1144   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1045   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1073   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1073   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1283   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    926   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    790   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    790   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2507   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2496   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2698   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2698   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3077   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2939   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3450   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3450   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     99   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    357   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     11   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    138   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.3 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.2 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1  1.1   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .4  1.7   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .8   .2   .0   .1   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND OLYMPIC AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1154   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1059   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1088   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1088   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1286   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    930   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    813   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    813   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2587   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2575   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2747   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2747   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3067   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2932   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3446   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3446   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     95   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    356   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     12   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    135   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.3 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.2 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1  1.1   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .4  1.7   .0   .0   .0   .0   .0
4. NW3      *   .1  2.1   .2   .0   .0   .0   .8   .2   .0   .1   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND OLYMPIC PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    636   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    526   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    836   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    836   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1401   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1119   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1165   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1165   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3036   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2864   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3021   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3021   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2179   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1992   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2230   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2230   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    110   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    282   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    172   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    187   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1  1.1   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.3   .2   .0   .0   .0   .5   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND OLYMPIC PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    628   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    517   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    811   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    811   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1400   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1114   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1173   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1173   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3136   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2955   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3109   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3109   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2157   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1983   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2228   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2228   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    111   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    286   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    181   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    174   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1075   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    898   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    975   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    975   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1752   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1201   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1378   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1378   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1579   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1457   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1592   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1592   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1764   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2225   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2225   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    177   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    551   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    164   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  354. *   3.6 *   .0   .1  1.0   .0   .0   .7   .0   .0
3. SW3      *   85. *   3.8 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .8   .0   .0   .0   .2   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2  1.7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .8   .2   .0   .2   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1080   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    936   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1010   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1010   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1746   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1161   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1312   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1312   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1679   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1548   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1590   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1590   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2046   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1954   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2639   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2639   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    144   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    585   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    131   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  354. *   3.8 *   .0   .2  1.1   .0   .0   .7   .0   .0
3. SW3      *   85. *   4.0 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .8   .0   .0   .5   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.8   .1   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .8   .2   .0   .2   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND SANTA MON PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    843   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    722   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1159   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1159   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1398   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1136   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1393   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1393   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2382   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2224   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2030   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2030   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1764   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1805   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1805   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    262   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    158   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    164   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.4 *   .0   .1  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .2   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    832   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    717   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1176   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1176   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1663   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1160   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1392   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1392   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2443   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2290   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2068   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2068   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1771   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1609   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2073   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2073   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    115   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    503   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    153   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    162   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  354. *   3.8 *   .0   .1  1.2   .0   .0   .7   .0   .0
3. SW3      *   84. *   3.7 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.3 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .0   .8   .0   .0   .0   .2   .0   .1
2. SE3      *   .0   .7   .0   .0   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .3  1.3   .0   .0   .0   .1   .0
4. NW3      *   .1  2.1   .2   .0   .0   .0   .6   .2   .0   .2   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1943   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1570   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1751   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1751   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1547   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1228   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2185   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1904   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2178   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2178   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1599   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1424   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1849   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1849   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    373   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    319   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    281   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    175   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.1 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1933   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1548   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1721   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1721   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1548   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1230   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2199   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1921   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2218   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2218   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1642   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1466   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1887   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1887   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    385   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    318   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    278   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.1 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1792   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1613   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1884   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1884   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    966   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    840   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1338   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1338   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1904   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1630   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2181   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1933   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1915   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1915   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    274   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    248   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.6   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.1 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1821   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1639   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1922   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1922   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    852   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1379   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1379   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1917   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1634   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1709   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1709   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2186   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1932   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1887   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1887   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    182   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    121   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    283   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    254   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.7   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.2 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    925   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    716   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    809   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    809   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    768   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    668   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    839   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    839   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1625   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1479   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1659   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1659   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1357   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1265   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1368   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1368   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    209   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    100   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    918   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    711   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    787   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    787   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    842   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    730   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    876   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    876   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1517   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1381   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1573   3.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1573   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1267   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1183   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1308   3.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1308   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    207   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    112   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    136   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     84   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1299   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1070   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1183   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1183   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    637   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    520   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    662   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    662   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1650   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1510   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1712   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1712   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1450   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1298   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1479   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1479   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    229   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    140   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    152   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.8 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1273   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1192   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1192   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    689   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    556   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    690   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    690   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1585   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1442   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1616   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1616   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1327   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1190   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1376   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1376   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    208   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    133   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    143   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    137   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.8 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1260   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1109   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1199   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1199   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1112   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1048   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1093   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1093   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2582   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2436   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2631   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2631   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1463   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1392   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1494   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1494   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    151   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     64   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.1 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1281   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1128   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1217   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1217   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1205   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1137   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1185   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1185   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2635   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2480   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2682   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2682   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1469   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1398   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1506   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1506   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    155   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.4 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.2 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.6   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .1   .0
4. NW3      *   .1  2.3   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1330   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1416   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1416   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1154   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1073   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1187   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1187   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1583   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1429   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1539   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1539   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2042   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1945   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2103   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2103   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    154   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.6 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1440   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1305   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1384   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1384   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1178   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1091   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1204   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1204   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1627   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1469   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1580   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1580   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2061   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1968   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2138   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2138   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    135   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     87   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    158   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     93   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1185   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    423   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    794   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    794   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1894   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1484   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2246   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2246   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1537   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1537   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1576   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1576   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    762   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    410   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   3.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.4   .1   .0   .3   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .9   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .6   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1239   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    420   5.6     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    852   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    852   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1671   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1234   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2053   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2053   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1311   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1311   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1316   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1316   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    819   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    437   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.5 *   .0   .5   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.8 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .3   .0   .0   .0   .0  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .7   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.2   .1   .0   .3   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .6   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1252   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    654   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    826   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    826   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1529   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1192   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1790   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1790   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1823   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1823   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1988   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1988   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    598   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    337   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0   .8   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   3.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   3.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2  1.1   .0   .2   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .5   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    624   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   4.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    846   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    846   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1269   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    941   4.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1570   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1570   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1559   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1559   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1665   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1665   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    629   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    328   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.5 *   .0   .7   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   3.0 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.7 *   .1   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .1   .0   .2   .0   .0   .0
3. SW3      *   .1   .4   .0   .0   .0   .2   .9   .0   .2   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .5   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    994   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    927   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1082   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1082   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1493   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1314   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1452   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1452   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1907   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1670   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1714   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1714   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    800   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    675   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    946   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    946   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     67   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    179   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    237   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    125   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.0 *   .0   .1  1.1   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .1   .0  1.4   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .2   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .0   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    993   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    922   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1076   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1076   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1488   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1318   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1450   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1450   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1914   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1681   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1741   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1741   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    821   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    691   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    949   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    949   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    170   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    233   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    130   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.0 *   .0   .1  1.1   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .0   .0  1.4   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .0   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1223   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1138   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1468   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1468   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1419   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1191   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1272   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1272   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1089   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    961   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    959   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    959   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1491   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1246   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1523   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1523   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     85   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    228   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    128   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    245   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.4 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .7   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .3   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .2   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .7   .1   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND 3RD ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1202   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1118   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1443   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1443   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1430   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1199   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1283   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1283   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1111   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    979   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    974   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    974   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1474   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1236   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1517   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1517   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     84   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    231   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    132   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    238   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.3 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .7   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .2   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .6   .1   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    951   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    912   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1018   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1018   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1128   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1128   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    841   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    841   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1940   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1896   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2282   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2282   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1559   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1438   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1437   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1437   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     39   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    956   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    925   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1151   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1151   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    837   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    837   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1972   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1931   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2334   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2334   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1633   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1453   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1444   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1444   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     31   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     41   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    180   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.2   .1   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    717   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1213   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1213   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    999   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    999   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1313   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1259   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1557   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1557   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2243   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2067   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2067   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2067   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     54   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    732   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    703   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    927   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    927   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1205   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1205   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    998   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    998   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1286   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1234   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1543   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1543   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2271   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2043   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2026   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2026   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     29   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     52   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    228   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    997   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    997   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1166   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1166   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1287   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1211   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1196   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1196   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1766   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1766   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    945   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    869   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.0 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1074   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1074   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1240   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1240   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1337   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1248   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1222   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1222   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1767   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1767   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1751   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1751   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    975   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    902   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    940   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    940   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     89   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    906   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1036   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1036   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1278   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1216   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1238   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1238   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1008   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1008   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    949   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    949   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1208   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1177   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1177   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     30   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   2.7 *   .0   .1  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .0   .0  1.3   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    958   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    958   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1180   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1180   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1268   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1183   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1200   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1200   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1059   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1059   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    904   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    904   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1291   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1255   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1292   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1292   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     85   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     36   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0  1.1   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   2.9 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.0 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1293   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1771   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1612   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1578   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1578   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1723   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2124   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2124   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1014   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    926   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1118   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1118   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    271   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     88   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  276. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.6 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.9   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .9   .1   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND WILSHIRE BLVD  AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1031   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1101   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1101   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1825   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1660   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1589   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1589   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1635   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1528   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1921   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1921   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    779   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    706   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    911   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    911   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    252   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    165   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.0 *   .0   .2   .9   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.5 *   .0   .0   .4   .1   .0  1.7   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1512   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1512   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1770   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1687   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1687   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    353   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    269   4.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG    429   3.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    429   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2443   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2090   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2191   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2191   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    188   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    260   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    353   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.0 *   .0  1.2   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.8 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .0   .0   .0   .0   .6   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .1   .0   .1  2.0   .3   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .0   .0   .0   .8   .0   .0   .0   .2   .0   .1
4. NW3      *   .0   .0   .0   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1396   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1207   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1522   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1522   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1745   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1503   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1735   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1735   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1133   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1026   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1152   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1152   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2089   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1835   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1954   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1954   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    189   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    242   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    254   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .5   .0   .0   .0   .0   .5   .0
3. SW3      *    5. *   4.0 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .9   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .0  1.8   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FEDERAL AVE AND SANTA MONICA AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    276   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    233   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    329   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    329   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    376   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    228   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    241   3.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    241   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1317   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1289   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1264   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1264   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1190   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1144   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1325   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1325   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     43   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    148   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     28   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     46   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  274. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .2   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .1  1.2   .0   .0   .0   .0   .3   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FEDERAL AVE AND SANTA MONICA AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    288   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    247   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    402   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    402   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    368   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    231   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    244   3.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    244   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1396   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1368   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1315   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1315   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1242   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1177   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1333   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1333   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     41   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     28   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     65   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   2.2 *   .0   .0   .1   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .2   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .1  1.3   .0   .0   .0   .0   .3   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    279   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    235   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG    415   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG    415   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    560   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    468   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    514   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    514   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1197   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1157   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1134   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1134   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1225   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1142   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1198   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1198   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     44   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     40   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   94. *   2.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .1  1.1   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    305   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    253   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    398   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG    398   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    541   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    454   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    514   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    514   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1167   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1123   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1116   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1116   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1236   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1165   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1221   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1221   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     52   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     87   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   94. *   2.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .1  1.1   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1223   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1223   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1340   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1340   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1525   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1525   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1549   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1549   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1537   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1425   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1488   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1488   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1183   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1040   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1091   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1091   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    112   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1228   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1228   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1337   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1337   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1630   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1630   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1651   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1651   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1570   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1455   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1524   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1524   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1213   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1074   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1129   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1129   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    115   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    139   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   3.5 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  355. *   3.3 *   .0   .2  1.2   .0   .1   .8   .0   .0
3. SW3      *    5. *   3.5 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1278   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1278   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1418   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG   1418   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1616   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1616   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1591   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1591   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1210   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1131   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1191   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1191   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    904   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    745   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    808   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    808   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     79   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    159   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.9 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.0 *   .1   .6   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .4   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1194   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1194   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1330   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1330   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1633   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1633   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1608   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1608   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1218   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1138   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1201   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1201   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    923   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    768   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    829   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    829   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    155   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.9 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.7   .2   .0
4. NW3      *  175. *   3.0 *   .1   .6   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .4   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    816   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    816   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    870   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    870   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    842   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    779   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    928   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    928   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1814   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1739   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1769   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1769   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1409   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1401   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1314   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1314   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    822   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    822   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    886   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    886   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    889   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    819   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    963   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    963   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1856   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1778   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1802   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1802   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1435   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1427   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1351   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1351   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    798   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    798   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1049   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1049   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    905   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    920   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    920   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1407   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1316   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1312   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1312   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1975   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1783   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1872   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1872   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    192   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    767   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    767   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1005   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1005   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    974   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    911   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    923   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    923   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1430   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1340   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1348   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1348   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1987   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1799   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1882   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1882   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     90   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    188   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1048   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1048   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1282   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1282   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1258   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1177   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    925   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    925   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1749   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1631   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1894   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1894   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1283   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1099   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1237   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1237   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    118   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    184   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1117   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1117   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1302   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1302   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1342   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1263   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    980   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    980   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1550   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1441   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1068   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    911   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1051   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    109   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    157   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.5   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1019   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1019   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1366   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1366   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1338   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1212   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    976   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    976   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1434   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1328   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1546   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1546   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1649   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1357   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1552   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1552   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    292   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.4 *   .0   .2  1.4   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .7   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .0   .7   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1041   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1041   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1285   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1285   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1358   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1234   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    978   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    978   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1272   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1177   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1428   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1428   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1337   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1113   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1317   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1317   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    124   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     95   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    224   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.2 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.2     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1189   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    508   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1360   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1360   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2115   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1512   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1754   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1754   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1696   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1696   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1886   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1886   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    681   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    603   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.5 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2  1.0   .0   .0   .0   .3   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .2   .3   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.2     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1227   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1327   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1327   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2142   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1548   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1796   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1796   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1705   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1705   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1951   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1951   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    717   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    594   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.5 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2  1.0   .0   .0   .0   .3   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .3   .3   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   I-405 SB RAMPS AND SANTA MONICA PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1283   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    644   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1446   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1446   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2006   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1322   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1586   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1586   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1702   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1702   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1959   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1959   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    639   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    684   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.0   .0   .0   .0   .4   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .5   .1   .0   .2   .4   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   I-405 SB RAMPS AND SANTA MONICA PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1285   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    625   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1409   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1409   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1929   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1262   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1515   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1515   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1718   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1718   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2008   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2008   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    660   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    667   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .3  1.0   .0   .0   .0   .4   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .5   .1   .0   .2   .4   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND 3RD ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1607   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1494   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1564   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1564   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2048   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1936   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2063   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2063   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1590   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1440   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1633   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1633   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1203   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1110   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1188   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1188   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    113   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    112   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    150   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     93   4.4     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .5   .0   .0   .6   .0   .0
2. SE3      *  354. *   3.6 *   .0   .2  1.2   .0   .1  1.0   .0   .0
3. SW3      *    5. *   3.9 *   .0   .0   .6   .1   .0  1.9   .2   .0
4. NW3      *  174. *   3.8 *   .0   .8   .0   .0   .0   .3  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.6   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1601   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1488   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1560   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1560   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1987   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1873   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1989   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1989   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1609   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1464   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1658   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1658   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1216   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1122   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1206   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1206   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    113   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    145   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.5 *   .0   .2  1.2   .0   .1   .9   .0   .0
3. SW3      *    5. *   3.9 *   .0   .0   .6   .1   .0  1.8   .2   .0
4. NW3      *  174. *   3.8 *   .0   .8   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.6   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1892   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1774   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1834   3.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1834   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1805   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1716   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1796   3.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1796   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1194   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1067   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1192   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1192   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    839   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    779   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    908   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    908   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    118   3.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     89   3.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    127   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   4.8     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.7   .2   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.1 *   .0   .3  1.1   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.2 *   .0   .9   .0   .0   .0   .3  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND 3RD ST  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1939   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1820   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1872   3.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1872   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1809   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1714   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1789   3.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1789   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1196   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1069   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1192   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1192   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    841   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    783   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    932   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    932   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   3.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   3.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    127   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     58   4.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.7   .2   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.2 *   .0   .3  1.1   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.2 *   .0   .9   .0   .0   .0   .3  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1629   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1496   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1619   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1619   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1886   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1761   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1719   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1719   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1713   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1624   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1872   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1872   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1382   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1317   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1400   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1400   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    125   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     65   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.7 *   .0   .2  1.3   .0   .0   .9   .0   .0
3. SW3      *    5. *   4.0 *   .0   .0   .6   .1   .0  1.8   .2   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.7   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1592   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1453   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1570   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1570   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1843   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1723   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1692   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1692   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1748   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1656   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1909   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1909   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1413   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1350   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1425   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1425   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    120   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     63   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.7 *   .0   .2  1.3   .0   .0   .9   .0   .0
3. SW3      *    5. *   4.0 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.7   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1766   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1700   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1918   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1918   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1877   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1835   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1836   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1836   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1351   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1274   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1354   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1354   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1942   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1811   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1828   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1828   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     66   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     42   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .6   .0   .0   .5   .0   .0
2. SE3      *  275. *   4.1 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   4.2 *   .0   .0   .7   .1   .0  1.8   .2   .0
4. NW3      *  174. *   3.9 *   .0   .9   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .3   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1700   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1640   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1870   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1870   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1958   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1807   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1806   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1806   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1386   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1308   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1370   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1370   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1950   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1819   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1948   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1948   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     60   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    151   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .6   .0   .0   .5   .0   .0
2. SE3      *  354. *   4.1 *   .0   .3  1.5   .0   .0   .9   .0   .0
3. SW3      *    5. *   4.2 *   .0   .0   .7   .1   .0  1.8   .2   .0
4. NW3      *  174. *   3.9 *   .0   .9   .0   .0   .0   .3  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .7   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    401   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    235   4.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    331   3.0     .0   9.9
D. NE           *     2   150     2   450 *  AG    331   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1855   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1730   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1743   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1743   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1802   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1639   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1975   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1975   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1271   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1149   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1280   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1280   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    166   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    125   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    163   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    122   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.1 *   .0   .0   .0   .0   .0   .5   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .5   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .7   .0
4. NW3      *   95. *   3.4 *   .0   .0   .0   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .1   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1501   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1368   5.6     .0   9.9
C. ND           *     2     0     2   150 *  AG   1500   3.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1500   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1722   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1623   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1701   3.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1701   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1652   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1477   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1723   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1723   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    318   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    189   4.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    269   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   3.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     99   3.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    175   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    129   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.8 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.1 *   .0   .7   .0   .0   .0   .3  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.7   .0   .0   .1   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .7   .0   .0   .0   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1734   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1610   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1879   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1879   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1638   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1530   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1729   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1729   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1369   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1169   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1341   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1341   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1805   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1530   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1597   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1597   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    108   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    200   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    275   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.9 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.9 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.8 *   .0   .8   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1627   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1531   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1877   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1877   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1580   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1494   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1719   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1719   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1251   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1050   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1159   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1159   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1281   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1288   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1288   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     96   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    201   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    304   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.6 *   .0  1.6   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.6 *   .0   .2  1.5   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.7 *   .0   .0   .7   .1   .0  1.5   .2   .0
4. NW3      *  175. *   3.6 *   .1   .7   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    687   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    598   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    365   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    365   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    364   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    293   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    503   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    503   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2440   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2267   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2351   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2351   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2527   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2516   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2799   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2799   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     89   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    173   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     11   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .4  1.4   .0   .0   .0   .1   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    721   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    634   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    432   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    432   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    365   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    294   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    500   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    500   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2491   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2322   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2398   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2398   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2538   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2524   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2785   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2785   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    169   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     14   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .4  1.4   .0   .0   .0   .1   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    628   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    527   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    447   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    447   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    507   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    432   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    831   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    831   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3353   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3022   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3117   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3117   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2150   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2116   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2243   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2243   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    331   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     34   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.8 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .2  2.8   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .7   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .2   .0   .0   .2   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    657   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    557   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    492   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    492   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    625   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    447   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    842   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    842   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3447   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3118   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3210   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3210   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2136   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2097   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2321   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2321   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    100   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    178   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    329   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     39   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .2  2.9   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .7   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .1  2.5   .3   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1915   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1669   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    694   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    694   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    604   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    568   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1118   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1118   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1960   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1564   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1810   3.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1810   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1974   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1866   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2831   3.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2831   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    246   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     36   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    396   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    108   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   4.0 *   .0  1.7   .0   .0   .0   .0   .6   .1
2. SE3      *  275. *   4.1 *   .0   .7   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   4.3 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  174. *   3.5 *   .0   .9   .0   .0   .0   .0  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .5   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.7   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1882   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1661   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    728   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    728   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    601   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    561   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1092   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1092   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2026   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1633   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1851   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1851   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2021   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1903   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2859   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2859   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    221   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     40   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    393   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    118   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.0 *   .0  1.7   .0   .0   .0   .0   .6   .1
2. SE3      *  275. *   4.0 *   .0   .7   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .4   .0
4. NW3      *  174. *   3.5 *   .0   .9   .0   .0   .0   .0  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .5   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.8   .3   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.7   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1606   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1001   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    561   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    561   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    892   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    844   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2014   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2014   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2642   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1823   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2437   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2437   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1777   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1717   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1905   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1905   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    605   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     48   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    819   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  186. *   4.1 *   .0  1.1   .0   .0   .0   .0  1.0   .1
2. SE3      *  275. *   4.0 *   .0   .4   .0   .0   .0   .0   .6   .0
3. SW3      *   84. *   4.4 *   .0   .3   .0   .0   .0   .0   .8   .0
4. NW3      *  175. *   4.4 *   .1   .5   .0   .0   .0   .1  2.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .5   .0   .2   .0
2. SE3      *   .0   .0   .6   .2   .0  1.7   .2   .0   .2   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .2   .0   .5   .0
4. NW3      *   .0   .0   .6   .0   .0   .5   .0   .0   .5   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1613   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1033   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    590   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    590   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    901   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    848   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1971   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1971   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2699   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1885   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2471   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2471   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1714   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1653   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1895   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1895   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    580   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     53   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    814   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     61   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.1   .0   .0   .0   .0   .9   .1
2. SE3      *  275. *   4.0 *   .0   .4   .0   .0   .0   .0   .6   .0
3. SW3      *   84. *   4.3 *   .0   .3   .0   .0   .0   .0   .8   .0
4. NW3      *  175. *   4.4 *   .1   .5   .0   .0   .0   .1  1.9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .5   .0   .2   .0
2. SE3      *   .0   .0   .6   .2   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .2   .0   .5   .0
4. NW3      *   .0   .0   .6   .0   .0   .5   .0   .0   .4   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    424   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    262   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    293   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    293   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2268   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1975   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2012   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2012   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2007   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2007   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2269   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    162   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    293   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.9   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    492   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    309   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    294   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    294   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2309   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2015   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2073   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2073   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2031   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2031   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2340   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2340   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    183   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    294   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND SANTA MONICA PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    407   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    200   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    457   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    457   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2458   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2001   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2134   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2134   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1888   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1888   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2088   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2088   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    207   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    457   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.8 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    451   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    231   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     72   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     72   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    476   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    476   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2487   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2011   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2159   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2159   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1885   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1885   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2116   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2116   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    220   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    476   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1425   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1195   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1721   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1721   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    933   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    933   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1117   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1117   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2439   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2439   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2149   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2149   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1452   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1452   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1262   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1262   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    230   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.7 *   .0  1.3   .3   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.6 *   .0   .2  1.7   .0   .0   .5   .0   .0
3. SW3      *   84. *   3.2 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.0 *   .0   .0   .5   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .2   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1398   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1176   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1725   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1725   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    979   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    979   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1125   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1125   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2506   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2506   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2186   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2186   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1466   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1466   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1313   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1313   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    222   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .7   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.7 *   .0   .2  1.7   .0   .0   .5   .0   .0
3. SW3      *   84. *   3.3 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.0 *   .0   .0   .5   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .1  2.3   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    897   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    721   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1020   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1020   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1127   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1127   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1462   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1462   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1474   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1474   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1358   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1358   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2041   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2041   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1699   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1699   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    176   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.2 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.3 *   .0   .4   .0   .0   .0   .2  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    938   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    770   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1087   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1087   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1221   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1221   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1408   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1408   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1437   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1437   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1297   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1297   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2014   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2014   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1818   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1818   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    168   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.2 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.3 *   .0   .4   .0   .0   .0   .2  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1752   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1365   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1609   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1609   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1519   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1306   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1299   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1299   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1801   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1792   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2136   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2136   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1452   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1405   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1480   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1480   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    387   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    213   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     47   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.7 *   .0   .0   .7   .1   .0  1.4   .2   .0
4. NW3      *   95. *   3.9 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.8   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .8   .2   .0  1.5   .2   .0   .1   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .0   .2   .0   .0
4. NW3      *   .0  1.8   .3   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD AND WILSHIRE AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1801   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1361   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1562   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1562   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1461   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1302   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1343   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1343   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1589   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1580   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2013   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2013   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1396   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1348   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1329   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1329   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    440   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     48   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.9 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.6 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  174. *   3.7 *   .0   .7   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.8   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .8   .1   .0  1.4   .2   .0   .1   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .7   .0   .0   .4   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1134   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    794   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1152   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1152   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2211   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1928   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2171   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2171   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1591   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1514   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1710   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1710   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2166   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2092   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2069   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2069   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    340   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    283   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .6   .0   .0
2. SE3      *  275. *   4.2 *   .0   .3   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   4.4 *   .0   .0   .6   .1   .0  1.9   .3   .0
4. NW3      *  175. *   4.3 *   .1   .4   .0   .0   .0   .3  2.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .6   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1172   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    803   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1124   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1124   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2147   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1936   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2248   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2248   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1449   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1373   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1630   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1630   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2003   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1927   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1769   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1769   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    369   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    211   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     76   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .6   .0   .0
2. SE3      *  275. *   4.1 *   .0   .3   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   4.3 *   .0   .0   .5   .1   .0  1.9   .3   .0
4. NW3      *  175. *   4.3 *   .1   .4   .0   .0   .0   .3  1.9   .1

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .1   .0  1.9   .2   .0   .1   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .6   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1817   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1501   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1448   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1448   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    706   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    630   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    735   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    735   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1567   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1430   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1778   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1778   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1948   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1865   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2077   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2077   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    316   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    137   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.8 *   .0   .6   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1854   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1527   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1475   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1475   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    716   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    635   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    715   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    715   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1582   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1456   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1826   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1826   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2018   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1931   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2154   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2154   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    327   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    126   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     87   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.9 *   .0   .6   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.6 *   .0   .5   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1491   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1275   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1321   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1321   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1226   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1151   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2077   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1816   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1968   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1968   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1714   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1638   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1706   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1706   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    216   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    261   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.4   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .6   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD  PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1525   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1291   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1338   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1338   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1260   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1186   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1538   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1538   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2125   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1871   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2054   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2054   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1706   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1628   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1686   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1686   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    234   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     74   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    254   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.4   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.8 *   .1   .7   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .4   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .6   .0   .0   .5   .0   .0   .2   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1616   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1497   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1530   3.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1530   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1318   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1272   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1275   3.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1275   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    681   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    681   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    793   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    793   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    802   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    802   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    819   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    819   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   3.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     46   3.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.8 *   .0  1.5   .1   .0   .0   .0   .4   .1
2. SE3      *  355. *   2.5 *   .0   .2   .9   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.6 *   .0   .0   .4   .1   .0  1.3   .1   .0
4. NW3      *  174. *   2.5 *   .0   .8   .0   .0   .0   .2   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1641   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1519   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1557   3.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1557   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1330   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1291   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1307   3.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1307   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    681   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    681   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    798   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    798   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    848   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    848   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    838   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    838   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    122   3.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     39   3.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.8 *   .0  1.5   .1   .0   .0   .0   .4   .1
2. SE3      *  355. *   2.6 *   .0   .2  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.7 *   .0   .0   .4   .1   .0  1.3   .1   .0
4. NW3      *  174. *   2.6 *   .0   .8   .0   .0   .0   .2   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 8TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1571   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1491   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1559   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1559   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1523   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1461   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1449   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1449   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1343   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1343   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1443   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1443   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    979   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    979   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    965   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    965   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     80   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.5   .2   .0   .0   .0   .5   .1
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.5   .2   .0
4. NW3      *  174. *   3.2 *   .0   .8   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1591   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1513   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1592   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1592   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1521   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1463   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1473   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1473   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1385   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1385   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1462   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1462   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1007   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1007   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    977   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    977   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     78   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     58   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.6   .2   .0   .0   .0   .5   .1
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .6   .1   .0  1.5   .2   .0
4. NW3      *  174. *   3.3 *   .0   .8   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1458   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1458   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1328   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1239   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1243   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1243   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1626   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1541   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1741   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1741   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1704   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1602   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1682   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1682   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     89   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    102   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1473   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1357   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1469   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1469   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1313   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1222   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1268   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1268   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1648   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1561   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1718   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1718   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1732   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1629   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1711   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1711   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    116   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     91   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    103   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1560   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1440   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1611   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1611   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1408   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1286   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1316   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1316   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1692   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1607   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1746   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1746   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1946   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1933   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1933   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    122   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    140   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1557   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1436   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1618   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1618   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1389   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1272   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1306   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1306   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1720   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1634   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1772   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1772   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1943   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1798   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1913   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1913   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     86   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    145   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    503   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    428   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    541   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    541   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    368   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    262   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    315   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    315   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1760   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1699   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1774   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1774   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2079   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.7 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    511   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    438   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    563   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    563   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    395   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    281   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    327   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    327   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1779   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1719   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1793   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1793   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2099   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2017   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2101   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2101   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     60   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    335   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    470   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    470   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    679   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    578   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    637   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    637   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1937   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1870   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1961   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1961   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2025   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1963   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1963   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     67   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    408   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    346   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    477   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    477   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    691   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    595   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    658   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    658   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2005   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1937   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2040   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2040   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2043   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1900   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1972   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1972   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     96   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     68   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    607   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    522   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    662   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    662   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1658   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1242   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1327   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1327   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2238   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2238   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2514   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2514   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     85   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    416   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.1 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   3.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0  1.3   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .4   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .3  1.3   .1   .0   .0   .2   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .6   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    581   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    480   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    774   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    774   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1711   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1275   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1376   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1376   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2398   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2398   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2540   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2540   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    436   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   3.1 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.4   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .4   .1   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .3  1.3   .1   .0   .0   .2   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .6   .2   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1011   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    495   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.3     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.2     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    432   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    432   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2145   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1868   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2384   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2384   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1362   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1362   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1702   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1702   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    516   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    277   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.7 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.9   .0   .0   .0   .0   .4   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .2   .0  1.3   .1   .0   .2   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .2   .9   .0   .2   .0   .2   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    931   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    436   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.3     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    416   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    416   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2183   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1923   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2418   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2418   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1374   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1374   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1654   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1654   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    495   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    260   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.7 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.9   .0   .0   .0   .0   .4   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .2   .0  1.3   .1   .0   .2   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .2   .9   .0   .2   .0   .2   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1057   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    804   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1327   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1327   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    545   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    426   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    499   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    499   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2726   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2643   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3111   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3111   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   4707   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   4083   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   4098   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   4098   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    253   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    119   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     83   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    624   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   4.8 *   .0   .0   .5   .0   .0   .1   .0   .0
2. SE3      *  275. *   5.6 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *  275. *   5.2 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   4.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .2  1.6   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .7   .2   .2  3.3   .3   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .6   .2   .2  3.8   .0   .0   .0   .0   .0   .3
4. NW3      *   .1  2.1   .3   .0   .0   .0   .9   .3   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1071   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    820   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1257   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1257   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    591   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    455   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    477   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    477   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2501   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2424   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2908   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2908   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   4370   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3820   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3891   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3891   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    251   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    136   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    550   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   4.5 *   .0   .0   .5   .0   .0   .1   .0   .0
2. SE3      *  275. *   5.2 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *  275. *   4.9 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   4.1 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.4   .0   .2  1.5   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .6   .2   .2  3.1   .3   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .6   .2   .2  3.6   .0   .0   .0   .0   .0   .3
4. NW3      *   .1  2.0   .2   .0   .0   .0   .9   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1265   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    957   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1013   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1013   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1123   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1083   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    569   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    569   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3147   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3060   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   4038   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   4038   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2911   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2640   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2826   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2826   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    308   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     40   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    271   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.6 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.4 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.8 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   4.5 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  2.0   .2   .2   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .9   .3   .1  2.1   .2   .0   .0   .0   .0   .2
3. SW3      *   .1  1.2   .0   .0   .0   .4  1.4   .0   .0   .0   .0   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1287   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    933   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    903   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    903   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1048   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1013   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    549   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    549   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3045   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2958   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3935   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3935   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2556   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2347   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2549   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2549   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    354   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     35   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    209   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.3 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.1 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   4.3 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.9   .2   .2   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .9   .3   .1  1.9   .2   .0   .1   .0   .0   .1
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.3   .0   .1   .0   .0   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1063   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1063   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    235   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     99   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2246   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2246   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2171   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2171   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3760   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2871   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3007   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3007   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    136   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    889   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   4.1 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.4 *   .0   .0   .3   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .2  1.1   .0   .0   .0   .0   .0   .6
2. SE3      *   .0   .0   .5   .2   .2  2.3   .2   .0   .0   .0   .0   .6
3. SW3      *   .0   .0   .5   .2   .2  2.7   .0   .0   .0   .0   .0   .6
4. NW3      *   .1  1.9   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1112   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1112   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    250   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     98   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2360   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2360   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2250   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2250   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3778   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2874   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3026   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3026   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    152   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    904   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   4.1 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .2  1.1   .0   .0   .0   .0   .0   .6
2. SE3      *   .0   .0   .5   .2   .2  2.3   .2   .0   .0   .0   .0   .6
3. SW3      *   .0   .0   .5   .2   .2  2.7   .0   .0   .0   .0   .0   .6
4. NW3      *   .1  1.9   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    265   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    265   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    860   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    698   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2293   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2293   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2931   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2931   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2175   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1970   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2132   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2132   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    205   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.3 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.5   .1   .2   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .6   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    274   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    274   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    859   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    697   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2398   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2398   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3030   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3030   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2171   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1962   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2124   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2124   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    209   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.4 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.5   .1   .2   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .6   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .1  2.0   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1175   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1081   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1146   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1146   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1374   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1280   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1280   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1316   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1211   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1382   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1382   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1302   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1359   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1359   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    105   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1178   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1079   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1142   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1142   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1305   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1345   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1345   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1352   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1237   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1412   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1412   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1318   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1223   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1360   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1360   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     99   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    115   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1186   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1348   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1348   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1365   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1270   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1362   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1362   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1260   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1353   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1353   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1385   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1216   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1300   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1300   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    169   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 3RD ST  PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1245   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1146   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1296   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1296   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1370   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1280   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1389   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1389   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1342   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1267   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1362   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1362   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1396   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1234   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1306   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1306   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     99   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    162   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1118   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    984   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1246   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1114   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1096   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1096   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1720   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1648   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1808   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1808   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1879   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    134   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1110   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    970   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1073   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1073   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1347   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1209   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1136   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1136   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1735   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1663   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1889   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1889   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1892   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1822   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1986   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1986   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    138   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1137   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1203   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1203   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1479   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1288   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1344   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1344   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1675   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1545   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1623   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1623   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1930   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1803   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2051   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    191   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1147   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1008   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1187   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1187   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1519   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1329   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1350   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1350   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1699   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1583   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1717   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1717   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1940   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1809   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2051   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    190   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    116   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1200   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1131   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1259   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1259   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    807   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    660   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    662   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    662   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2395   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2320   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2335   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2335   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2240   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2168   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2386   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2386   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    147   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     72   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.5 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.3 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1222   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1149   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1266   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1266   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    804   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    652   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    643   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    643   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2442   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2370   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2397   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2397   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2240   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2170   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2402   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2402   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    152   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.5 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.3 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1117   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1030   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1208   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1208   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1647   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1377   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1453   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1453   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3090   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3001   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3027   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3027   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1920   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1845   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2086   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2086   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    270   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  354. *   3.9 *   .0   .2  1.3   .0   .0   .8   .0   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.9 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5  1.7   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.7   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1124   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1042   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1259   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1259   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1673   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1407   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1480   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1480   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3190   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3101   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3109   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3109   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1934   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1847   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2073   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2073   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     82   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    266   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     87   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   4.0 *   .0   .2  1.3   .0   .1   .7   .0   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.9 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5  1.7   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.7   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1059   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1263   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1263   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    683   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    518   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    575   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    575   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1911   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1823   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1773   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1773   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1819   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1653   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1966   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1966   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    165   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1142   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1034   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1287   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1287   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    675   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    526   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    586   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    586   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1957   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1869   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1825   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1825   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1931   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1736   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2007   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2007   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    149   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    195   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    874   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    719   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1105   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1105   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1272   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1082   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1423   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1423   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2431   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2090   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2099   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2099   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1793   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1743   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1743   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    155   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    190   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    341   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    193   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    889   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    729   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1131   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1131   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1283   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1105   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1461   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1461   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2468   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2119   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2132   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2132   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1763   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1562   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1679   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1679   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    160   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    178   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    349   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    201   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .2  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND SANTA MONICA AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1360   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1227   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1502   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1502   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    917   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    719   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1040   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1040   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1994   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1690   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1712   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1712   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2255   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2106   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2272   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2272   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    198   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    304   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    149   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1354   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1237   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1569   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1569   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    921   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    714   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1029   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1029   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2053   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1750   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1724   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1724   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2286   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2119   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2292   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2292   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    207   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    303   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    167   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .5   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1  1.0   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND SANTA MONICA PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1344   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1232   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1654   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1654   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1558   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1327   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1695   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1695   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1961   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1624   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1532   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1532   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2251   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2005   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2233   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2233   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    231   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    337   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    246   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  186. *   3.9 *   .0  1.3   .3   .0   .0   .0   .9   .0
2. SE3      *  355. *   4.1 *   .0   .2  1.7   .0   .1   .7   .0   .0
3. SW3      *   84. *   4.1 *   .0   .4   .0   .0   .0   .0   .7   .0
4. NW3      *   95. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.5   .0   .0   .0   .2   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND SANTA MONICA PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1268   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1709   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1709   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1602   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1375   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1728   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1728   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1990   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1664   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1595   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1595   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2272   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2008   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2222   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2222   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    122   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    227   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    326   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    264   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .7   .0   .0   .4   .0   .0
2. SE3      *  355. *   4.2 *   .0   .2  1.7   .0   .1   .7   .0   .0
3. SW3      *   84. *   4.1 *   .0   .4   .0   .0   .0   .0   .7   .0
4. NW3      *   95. *   4.1 *   .0   .0   .5   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .5   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.5   .0   .0   .0   .2   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .7   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYPMIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    953   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    885   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    996   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    996   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1164   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1033   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    832   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    832   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1104   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1064   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1375   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1375   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1695   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1576   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1713   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1713   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     68   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    131   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     40   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    119   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.0 *   .0   .0   .5   .0   .0  1.1   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.2   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYPMIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    954   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    884   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    997   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    997   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1174   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1045   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    841   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    841   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1119   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1078   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1396   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1396   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1714   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1593   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1727   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1727   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     70   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    129   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     41   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.0 *   .0   .0   .5   .0   .0  1.1   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.2   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYPMIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1071   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    979   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1200   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1200   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1151   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1024   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    972   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    972   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1795   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1687   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1902   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1902   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1560   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1353   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1503   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1503   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    127   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    207   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.1 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .7   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.4   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .9   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYPMIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1056   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    968   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1187   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1187   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1179   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1037   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    971   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    971   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1815   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1710   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1926   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1926   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1588   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1384   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1554   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1554   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     88   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    142   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    105   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    204   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.1 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .9   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1037   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1037   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1061   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1061   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1411   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1320   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1320   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1048   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    942   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1130   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1130   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1373   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1291   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1358   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1358   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.5   .2   .0
4. NW3      *  175. *   3.0 *   .0   .5   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1026   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1026   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1046   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1046   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1402   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1402   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1305   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1305   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1000   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    900   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1095   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1095   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1357   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1276   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1339   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1339   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    100   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     81   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .0   .0  1.5   .2   .0
4. NW3      *  175. *   2.9 *   .0   .5   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1300   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1300   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1377   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1377   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1200   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1200   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1246   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1246   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1382   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1268   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1309   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1309   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1164   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1059   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1114   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1114   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    114   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    105   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.1 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   85. *   3.0 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1256   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1256   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1342   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1342   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1204   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1204   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1244   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1244   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1353   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1243   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1289   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1289   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1140   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1032   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1078   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1078   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    110   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    108   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.3   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.0 *   .0   .2  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.0 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .5   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BAWIAMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    643   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    531   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    502   4.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    502   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    712   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    539   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    539   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1781   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1720   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1232   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1183   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1508   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1508   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    202   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     49   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.4 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    664   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    548   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    509   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG    509   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    736   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    522   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    540   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    540   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1718   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1661   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1771   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1771   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1159   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1112   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1457   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1457   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    116   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    214   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     57   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     47   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BAWIPMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    328   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    383   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    383   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    504   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    460   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    542   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    542   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1862   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1787   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1839   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1839   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1569   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1577   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1577   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     44   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     16   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.6 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.4 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    405   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    340   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    389   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    389   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    516   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    471   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    555   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    555   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1770   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1692   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1748   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1748   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1463   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1449   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1462   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1462   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     65   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     45   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     14   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.4 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.3 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND OLYMPIC AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1144   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1045   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1073   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1073   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1283   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    926   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    790   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    790   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2507   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2496   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2698   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2698   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3077   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2939   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3450   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3450   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     99   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    357   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     11   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    138   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.3 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.2 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1  1.1   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .4  1.7   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .8   .2   .0   .1   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND OLYMPIC AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1136   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1045   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1308   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    949   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    828   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    828   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2614   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2602   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2768   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2768   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3089   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2945   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3448   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3448   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     91   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    359   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     12   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    144   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   4.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.3 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.4   .0   .1  1.2   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.4   .3   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .4  1.7   .0   .0   .0   .0   .0
4. NW3      *   .1  2.1   .2   .0   .0   .0   .8   .2   .0   .1   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND OLYMPIC PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    636   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    526   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    836   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    836   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1401   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1119   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1165   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1165   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3036   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2864   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3021   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3021   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2179   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1992   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2230   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2230   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    110   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    282   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    172   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    187   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1  1.1   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.3   .2   .0   .0   .0   .5   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND OLYMPIC PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    639   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    532   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    858   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    858   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1405   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1115   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1159   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1159   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3149   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2974   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3118   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3118   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2179   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1988   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2237   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2237   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    107   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    290   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    175   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    191   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1075   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    898   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    890   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    890   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1752   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1201   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1346   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1346   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1579   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1457   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1592   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1592   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2030   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1951   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2608   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2608   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    177   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    551   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     79   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .3   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.9 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   4.0 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .2   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .1  1.0   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .3   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.8   .1   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .8   .2   .0   .2   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1105   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    941   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    979   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    979   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1759   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1189   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1335   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1335   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1667   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1540   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1631   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1631   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2038   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1950   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2624   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2624   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    164   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    570   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    127   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     88   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.9 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   4.0 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .3   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.8   .1   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .8   .2   .0   .2   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    843   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    722   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1159   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1159   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1398   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1136   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1393   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1393   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2382   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2224   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2030   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2030   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1764   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1805   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1805   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    262   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    158   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    164   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.4 *   .0   .1  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .2   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND SANTA MON PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    884   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    760   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1234   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1234   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1143   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1399   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1399   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2456   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2298   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2084   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2084   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1819   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1642   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1853   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1853   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    268   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    158   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    177   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.5 *   .0   .1  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.1   .2   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND WILSHIREBE AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    734   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    628   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    675   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    675   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    808   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    715   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1141   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1141   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2256   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2146   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2286   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2286   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2541   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2421   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2237   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2237   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    106   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    110   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    120   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.7 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.3 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.4 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .4  1.1   .0   .0   .0   .0   .0
4. NW3      *   .1  1.8   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND WILSHIRE AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    823   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    698   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    705   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    705   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    870   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    776   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1141   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1141   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1780   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1693   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1873   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1873   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2225   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2120   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1979   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1979   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    125   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    105   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.4 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.0 *   .0   .2   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.0 *   .0   .4   .0   .0   .0   .1  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND WILSHIRE PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    920   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    779   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    832   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    832   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    649   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    550   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    938   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    938   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1859   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1760   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1898   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1898   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2472   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2349   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2232   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2232   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    141   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     99   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     99   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    123   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.6 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.1 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND WILSHIRE PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1003   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    825   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    810   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    810   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    682   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    590   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    953   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    953   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1536   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1449   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1642   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1642   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2067   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1975   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1883   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1883   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    178   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.3 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   3.0 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.8 *   .0   .5   .0   .0   .0   .0  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1943   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1570   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1751   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1751   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1547   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1228   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2185   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1904   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2178   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2178   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1599   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1424   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1849   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1849   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    373   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    319   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    281   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    175   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.1 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1955   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1576   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1759   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1759   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1562   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1237   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1498   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1498   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2196   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1919   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2204   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2204   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1632   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1453   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1884   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1884   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    379   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    325   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    277   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    179   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.2 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1792   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1613   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1884   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1884   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    966   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    840   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1338   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1338   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1904   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1630   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2181   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1933   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1915   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1915   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    274   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    248   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.6   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.1 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1813   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1630   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1900   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1900   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    967   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    841   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1337   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1337   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1916   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1643   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1726   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1726   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2186   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1937   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1919   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1919   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    183   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    273   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    249   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.7   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.2 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BUWIAMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    925   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    716   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    809   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    809   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    768   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    668   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    839   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    839   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1625   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1479   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1659   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1659   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1357   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1265   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1368   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1368   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    209   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    100   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND WILSHIRE BUWIAMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    931   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    724   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    808   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    808   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    849   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    738   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    893   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    893   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1574   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1431   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1618   3.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1618   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1269   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1183   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1304   3.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1304   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    207   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    111   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    143   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     86   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BUWIPMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1272   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1043   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1183   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1183   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    637   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    520   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    662   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    662   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1650   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1510   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1712   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1712   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1450   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1298   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1452   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1452   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    229   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    140   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    152   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.8 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND WILSHIRE PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1256   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1051   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1178   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1178   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    687   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    556   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    689   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    689   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1580   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1436   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1607   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1607   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1287   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1153   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1336   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1336   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    205   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    131   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    144   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    134   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.8 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.0 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1260   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1109   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1199   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1199   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1112   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1048   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1093   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1093   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2582   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2436   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2631   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2631   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1463   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1392   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1494   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1494   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    151   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     64   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.1 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1225   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1076   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1165   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1165   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1188   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1121   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1168   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1168   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2629   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2476   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2675   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2675   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1472   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1402   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1506   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1506   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    149   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     67   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    153   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.4 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.4 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.6   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .1   .0
4. NW3      *   .1  2.3   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1330   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1416   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1416   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1154   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1073   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1187   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1187   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1583   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1429   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1539   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1539   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2042   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1945   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2103   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2103   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    154   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.6 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1389   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1253   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1328   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1328   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1181   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1095   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1204   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1204   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1633   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1477   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1595   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1595   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2034   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1944   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2110   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2110   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    156   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1185   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    423   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    794   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    794   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1894   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1484   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2246   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2246   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1537   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1537   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1576   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1576   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    762   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    410   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   3.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.4   .1   .0   .3   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .9   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .6   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1187   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    391   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    871   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    871   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1681   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1239   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2035   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2035   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1312   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1312   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1274   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1274   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    796   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    442   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.5 *   .0   .5   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.7 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.6 *   .0   .1   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.8 *   .1   .2   .0   .0   .0   .0  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.2   .1   .0   .3   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .6   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1252   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    654   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    826   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    826   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1529   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1192   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1790   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1790   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1823   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1823   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1988   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1988   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    598   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    337   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0   .8   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   3.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   3.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2  1.1   .0   .2   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .5   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1167   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    568   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    813   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    813   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1297   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    981   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1580   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1580   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1531   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1531   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1602   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1602   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    599   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    316   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.4 *   .0   .7   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   2.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.6 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.4   .1   .0   .2   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2   .9   .0   .2   .0   .2   .0
4. NW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .5   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    905   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    487   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    566   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG    566   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1440   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    975   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    639   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    639   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3025   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3025   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3706   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3706   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2059   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2059   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2518   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2518   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    418   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    465   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.1 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   4.4 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  2.0   .1   .2   .8   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .9   .2   .0  1.8   .2   .0   .1   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.3   .0   .1   .0   .0   .0
4. NW3      *   .1  2.5   .3   .0   .0   .0   .6   .2   .0   .2   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    889   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    496   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    607   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    607   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1459   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    998   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    659   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    659   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3150   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3150   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3789   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3789   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2076   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2076   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2519   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2519   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    393   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    461   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.2 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.5 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.9   .2   .2   .8   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .9   .2   .0  1.8   .2   .0   .1   .0   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.3   .0   .1   .0   .0   .0
4. NW3      *   .1  2.6   .3   .0   .0   .0   .6   .2   .0   .2   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    805   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    738   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    972   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    972   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    912   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    662   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    949   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    949   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2777   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2777   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2724   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2724   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2898   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2898   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2747   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2747   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     67   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    250   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.0 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1  1.1   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .4  1.3   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    831   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    758   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    973   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    973   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    927   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    681   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    979   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    979   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2878   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2878   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2850   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2850   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2928   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2928   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2762   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2762   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    246   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   4.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.4   .0   .1  1.1   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .4  1.3   .0   .0   .0   .0   .0
4. NW3      *   .1  2.3   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    951   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    912   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1018   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1018   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1128   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1128   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    841   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    841   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1940   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1896   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2282   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2282   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1559   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1438   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1437   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1437   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     39   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    941   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    896   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1034   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1034   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1172   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1172   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    855   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    855   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1889   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1849   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2275   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2275   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1653   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1503   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1491   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1491   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     45   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     40   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    150   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    717   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1213   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1213   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    999   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    999   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1313   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1259   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1557   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1557   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2243   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2067   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2067   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2067   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     54   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    734   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    709   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    932   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    932   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1245   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1245   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    994   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    994   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1302   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1254   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1590   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1590   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2323   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2097   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2088   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2088   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     25   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     48   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    226   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.3 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1  1.0   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    997   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    997   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1166   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1166   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1287   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1211   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1196   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1196   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1766   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1766   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    945   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    869   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.0 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1024   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1024   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1228   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1228   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1332   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1246   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1226   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1226   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1878   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1878   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1823   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1823   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    916   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    836   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    873   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    873   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     80   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    906   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1036   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1036   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1278   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1216   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1238   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1238   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1008   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1008   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    949   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    949   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1208   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1177   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1177   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     30   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   2.7 *   .0   .1  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .0   .0  1.3   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    961   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    961   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1193   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1193   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1280   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1216   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1257   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1257   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1029   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1029   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    863   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    863   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1293   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1252   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1250   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1250   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     64   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     41   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0  1.1   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   2.9 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.0 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .0   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1293   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1771   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1612   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1578   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1578   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1723   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2124   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2124   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1014   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    926   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1118   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1118   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    271   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     88   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  276. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.6 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.9   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .9   .1   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1284   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1034   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1106   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1106   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1811   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1650   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1590   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1590   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1620   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1511   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1895   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1895   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    797   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    722   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    921   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    921   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    250   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    161   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    109   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.0 *   .0   .2   .9   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .4   .1   .0  1.7   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .5   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1512   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1512   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1770   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1687   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1687   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    353   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    269   4.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG    429   3.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    429   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2443   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2090   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2191   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2191   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    188   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    260   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    353   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.0 *   .0  1.2   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.8 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .0   .0   .0   .0   .6   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .1   .0   .1  2.0   .3   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .0   .0   .0   .8   .0   .0   .0   .2   .0   .1
4. NW3      *   .0   .0   .0   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1380   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1191   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1519   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1519   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1755   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1505   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1712   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1712   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1140   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1040   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1173   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1173   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2066   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1805   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1937   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1937   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    189   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    250   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    100   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    261   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .5   .0   .0   .0   .0   .5   .0
3. SW3      *    5. *   4.0 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .9   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .0  1.8   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA FESAAMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    276   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    233   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    329   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    329   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    376   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    228   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    241   3.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    241   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1317   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1289   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1264   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1264   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1190   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1144   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1325   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1325   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     43   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    148   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     28   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     46   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  274. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .2   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .1  1.2   .0   .0   .0   .0   .3   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    274   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    239   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    389   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    389   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    393   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    239   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    260   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    260   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1354   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1322   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1252   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1252   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1264   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1206   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1384   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1384   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     35   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    154   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     32   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     58   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   2.2 *   .0   .0   .1   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .2   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .1  1.2   .0   .0   .0   .0   .3   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA FESAPMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    279   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    235   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG    415   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG    415   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    560   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    468   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    514   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    514   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1197   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1157   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1134   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1134   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1225   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1142   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1198   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1198   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     44   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     40   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   94. *   2.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .1  1.1   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FEDERAL AVE AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    114   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG     60   5.2     .0   9.9
C. ND           *     2     0     2   150 *  AG    209   3.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    209   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    588   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    484   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    518   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    518   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1141   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1105   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1116   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1116   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1308   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1230   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1308   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1308   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     54   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     36   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  274. *   2.0 *   .0   .0   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   94. *   2.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .1  1.1   .0   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .0   .0   .0   .0   .3   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1223   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1223   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1340   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1340   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1525   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1525   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1549   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1549   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1537   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1425   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1488   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1488   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1183   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1040   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1091   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1091   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    112   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1231   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1231   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1337   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1337   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1567   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1567   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1584   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1584   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1549   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1438   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1505   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1505   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1196   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1060   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1117   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1117   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    111   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    136   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.5 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1278   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1278   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1418   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG   1418   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1616   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1616   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1591   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1591   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1210   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1131   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1191   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1191   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    904   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    745   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    808   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    808   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     79   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    159   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.9 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.0 *   .1   .6   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .4   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1226   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1226   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1369   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1369   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1649   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1649   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1625   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1625   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1216   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1135   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1191   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1191   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    917   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    760   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    823   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    823   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     81   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    157   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.9 *   .0   .2  1.1   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .5   .1   .0  1.7   .2   .0
4. NW3      *  175. *   3.1 *   .1   .6   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .4   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    816   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    816   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    870   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    870   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    842   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    779   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    928   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    928   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1814   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1739   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1769   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1769   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1409   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1401   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1314   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1314   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    826   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    826   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    879   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    879   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    873   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    803   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    947   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    947   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1851   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1772   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1801   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1801   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1427   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1420   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1350   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1350   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     79   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    798   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    798   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1049   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1049   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    905   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    920   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    920   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1407   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1316   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1312   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1312   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1975   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1783   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1872   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1872   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    192   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    768   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    768   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1024   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1024   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    978   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    905   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    919   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    919   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1447   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1356   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1346   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1346   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1952   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1763   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1856   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1856   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     73   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    189   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1048   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1048   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1282   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1282   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1258   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1177   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    925   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    925   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1749   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1631   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1894   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1894   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1283   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1099   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1237   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1237   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    118   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    184   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1106   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1106   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1294   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1294   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1291   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1220   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    965   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    965   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1510   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1401   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1681   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1681   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1072   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    911   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1039   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1039   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    109   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    161   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .5   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1019   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1019   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1366   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1366   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1338   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1212   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    976   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    976   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1434   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1328   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1546   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1546   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1649   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1357   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1552   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1552   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    292   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.4 *   .0   .2  1.4   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .7   .1   .0  1.3   .1   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .0   .7   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1032   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1032   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1333   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1333   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1379   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1279   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1003   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1003   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1259   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1167   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1450   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1450   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1426   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1150   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1310   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1310   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    100   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    276   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .1   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .1   .6   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.2     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1189   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    508   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1360   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1360   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2115   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1512   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1754   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1754   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1696   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1696   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1886   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1886   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    681   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    603   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.5 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .2  1.0   .0   .0   .0   .3   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .2   .3   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.2     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.3     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1135   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    456   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1354   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1354   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2174   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1534   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1746   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1746   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1726   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1726   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1935   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1935   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    679   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    640   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.5 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.0   .0   .0   .0   .4   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .2   .4   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1283   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    644   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1446   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1446   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2006   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1322   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1586   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1586   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1702   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1702   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1959   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1959   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    639   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    684   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.5   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.0   .0   .0   .0   .4   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .5   .1   .0   .2   .4   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   I-405 SB RAMPS AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1291   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    621   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1465   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1465   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1945   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1244   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1486   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1486   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1784   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1784   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2069   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2069   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    670   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    701   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .0   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.1 *   .0   .0   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .7   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .4   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .5   .2   .0   .2   .4   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYPMIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1629   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1496   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1619   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1619   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1886   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1761   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1719   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1719   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1713   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1624   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1872   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1872   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1382   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1317   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1400   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1400   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    125   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     65   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.7 *   .0   .2  1.3   .0   .0   .9   .0   .0
3. SW3      *    5. *   4.0 *   .0   .0   .6   .1   .0  1.8   .2   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.7   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYPMIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1606   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1453   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1560   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1560   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1856   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1739   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1692   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1692   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1749   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1662   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1948   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1948   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1399   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1338   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1410   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1410   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     61   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.7 *   .0   .2  1.3   .0   .0   .9   .0   .0
3. SW3      *    5. *   4.0 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.7   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYPMIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1766   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1700   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1918   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1918   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1877   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1835   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1836   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1836   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1351   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1274   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1354   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1354   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1942   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1811   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1828   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1828   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     66   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     42   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .6   .0   .0   .5   .0   .0
2. SE3      *  275. *   4.1 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   4.2 *   .0   .0   .7   .1   .0  1.8   .2   .0
4. NW3      *  174. *   3.9 *   .0   .9   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .3   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYPMIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1731   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1665   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1904   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1904   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1987   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1867   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1895   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1895   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1390   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1306   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1379   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1379   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1968   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1822   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1898   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1898   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     66   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    120   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    146   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .6   .0   .0   .5   .0   .0
2. SE3      *  275. *   4.2 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   4.3 *   .0   .0   .7   .1   .0  1.8   .2   .0
4. NW3      *  174. *   3.9 *   .0   .9   .0   .0   .0   .3  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .3   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    401   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    235   4.4     .0   9.9
C. ND           *     2     0     2   150 *  AG    331   3.0     .0   9.9
D. NE           *     2   150     2   450 *  AG    331   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1855   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1730   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1743   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1743   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1802   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1639   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1975   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1975   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1271   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1149   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1280   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1280   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    166   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    125   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    163   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    122   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.1 *   .0   .0   .0   .0   .0   .5   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .5   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .7   .0
4. NW3      *   95. *   3.4 *   .0   .0   .0   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2  1.0   .0   .0   .0   .1   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1490   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1363   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1502   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1502   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1748   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1645   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1704   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1704   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1588   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1423   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1669   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1669   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1124   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    991   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1075   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1075   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    127   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    165   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    133   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.4 *   .0   .2  1.2   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.7 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *  175. *   3.6 *   .1   .7   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.6   .0   .1   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1734   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1610   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1879   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1879   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1638   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1530   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1729   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1729   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1369   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1169   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1341   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1341   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1805   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1530   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1597   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1597   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    108   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    200   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    275   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.9 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.9 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.8 *   .0   .8   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1679   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1571   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1852   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1852   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1592   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1500   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1738   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1738   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1274   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1063   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1193   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1193   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1626   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1356   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1388   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1388   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    211   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    270   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.7 *   .0  1.6   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.6 *   .0   .2  1.5   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.7 *   .0   .0   .7   .1   .0  1.5   .2   .0
4. NW3      *  175. *   3.6 *   .1   .8   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    687   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    598   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    365   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    365   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    364   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    293   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    503   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    503   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2440   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2267   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2351   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2351   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2527   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2516   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2799   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2799   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     89   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    173   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     11   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .4  1.4   .0   .0   .0   .1   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    716   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    628   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    408   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    408   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    362   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    291   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    503   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    503   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2504   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2329   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2407   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2407   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2542   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2530   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2806   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2806   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     88   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    175   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.0 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .4  1.4   .0   .0   .0   .1   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    628   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    527   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    447   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    447   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    507   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    432   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    831   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    831   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3353   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3022   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3117   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3117   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2150   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2116   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2243   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2243   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    331   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     34   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.8 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .2  2.8   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .7   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    661   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    553   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    475   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    475   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    529   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    452   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    850   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    850   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3455   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3125   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3228   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3228   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2151   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2115   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2243   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2243   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     77   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    330   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     36   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.1 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .2  2.9   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .7   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  2.5   .3   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    424   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    262   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    293   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    293   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2268   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1975   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2012   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2012   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2007   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2007   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2269   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    162   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    293   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.9   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    468   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    292   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    126   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    126   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    291   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    291   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2292   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2001   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2051   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2051   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1999   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1999   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2291   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2291   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    176   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    291   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    407   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    200   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    457   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    457   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2458   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2001   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2134   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2134   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1888   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1888   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2088   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2088   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    207   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    457   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.8 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    434   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    219   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     73   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     73   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    481   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    481   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2496   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2015   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2157   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2157   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1877   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1877   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2096   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2096   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    215   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    481   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1752   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1365   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1609   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1609   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1519   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1306   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1299   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1299   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1801   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1792   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2136   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2136   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1452   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1405   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1480   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1480   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    387   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    213   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     47   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.7 *   .0   .0   .7   .1   .0  1.4   .2   .0
4. NW3      *   95. *   3.9 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.8   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .8   .2   .0  1.5   .2   .0   .1   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .0   .2   .0   .0
4. NW3      *   .0  1.8   .3   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD AND WILSHIRE AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1886   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1424   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1617   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1617   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1442   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1262   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1266   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1266   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1582   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1574   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2039   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2039   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1377   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1332   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1365   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1365   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    462   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    180   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      8   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     45   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .6   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   3.5 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *  174. *   3.7 *   .0   .8   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.9   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .9   .2   .0  1.4   .2   .0   .1   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .2  1.4   .0   .1   .0   .0   .0
4. NW3      *   .0   .0   .8   .0   .0   .4   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1134   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    794   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1152   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1152   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2211   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1928   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2171   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2171   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1591   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1514   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1710   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1710   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2166   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2092   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2069   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2069   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    340   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    283   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .6   .0   .0
2. SE3      *  275. *   4.2 *   .0   .3   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   4.4 *   .0   .0   .6   .1   .0  1.9   .3   .0
4. NW3      *  175. *   4.3 *   .1   .4   .0   .0   .0   .3  2.0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .6   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1141   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    773   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1091   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1091   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2148   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1937   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2255   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2255   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1476   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1399   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1660   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1660   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2037   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1961   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1796   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1796   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    368   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    211   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .4   .0   .0   .6   .0   .0
2. SE3      *  275. *   4.1 *   .0   .3   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   4.3 *   .0   .0   .5   .1   .0  1.9   .3   .0
4. NW3      *  175. *   4.3 *   .1   .4   .0   .0   .0   .3  1.9   .1

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .1   .0  1.9   .2   .0   .1   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .6   .0   .0   .2   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1428   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1274   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1295   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1295   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    696   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    621   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    625   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    625   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2429   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2342   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2488   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2488   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2124   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2049   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2269   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    154   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.6 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1446   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1290   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1305   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1305   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    726   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    645   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    637   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    637   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2434   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2349   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2506   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2506   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2167   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2092   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2325   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2325   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    156   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1454   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1539   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1539   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    946   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    864   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1084   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1084   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3071   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2863   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2930   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2930   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2091   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1950   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2009   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2009   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    208   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    141   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .6   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1475   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1376   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1592   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1592   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1000   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    906   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1087   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1087   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3092   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2895   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2954   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2954   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2087   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1939   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2021   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2021   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     99   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    197   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    148   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.1 *   .0   .0   .6   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.8 *   .0   .2  1.6   .0   .0   .5   .0   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1817   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1501   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1448   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1448   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    706   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    630   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    735   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    735   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1567   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1430   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1778   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1778   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1948   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1865   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2077   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2077   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    316   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    137   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.8 *   .0   .6   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1808   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1487   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1448   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1448   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    703   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    628   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    721   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    721   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1597   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1466   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1824   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1824   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1967   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1880   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2082   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2082   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    321   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    131   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     87   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.8 *   .0   .6   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1491   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1275   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1321   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1321   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1226   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1151   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2077   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1816   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1968   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1968   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1714   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1638   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1706   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1706   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    216   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    261   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.4   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .6   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .6   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1523   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1289   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1321   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1321   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1215   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1143   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1508   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1508   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2130   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1868   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2046   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2046   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1710   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1636   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1703   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1703   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    234   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     72   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    262   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.4   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.8 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .4   .0   .2   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .6   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1470   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1419   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1491   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1491   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1493   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1390   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1454   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1454   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1230   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1122   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1233   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1233   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1322   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1237   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1337   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1337   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     51   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     85   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.3 *   .0  1.5   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.3 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .6   .1   .0  1.5   .2   .0
4. NW3      *  175. *   3.2 *   .1   .7   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1550   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1490   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1505   4.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1505   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1504   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1377   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1378   4.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1378   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1222   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1129   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1284   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1284   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1289   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1220   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1398   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1398   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     60   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    127   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     93   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     69   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.5   .2   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.3 *   .0   .2  1.2   .0   .0   .8   .0   .0
3. SW3      *   85. *   3.3 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1794   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1721   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1789   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1789   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1349   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1213   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2365   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2365   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1514   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1380   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1385   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1385   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1293   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1236   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    411   3.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    411   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    136   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    134   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     57   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.7 *   .0  1.7   .2   .0   .0   .0   .8   .2
2. SE3      *  275. *   3.5 *   .0   .7   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   3.5 *   .0   .0   .7   .1   .0  1.3   .3   .0
4. NW3      *  175. *   4.0 *   .1   .8   .0   .0   .0   .2  1.8   .1

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .1   .0  1.3   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1735   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1664   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1752   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1752   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1354   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1192   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2269   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2269   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1506   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1399   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1415   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1415   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1301   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1231   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    460   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    460   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.7 *   .0  1.7   .2   .0   .0   .0   .8   .2
2. SE3      *  275. *   3.5 *   .0   .7   .0   .0   .0   .0   .6   .0
3. SW3      *    5. *   3.5 *   .0   .0   .7   .1   .0  1.3   .3   .0
4. NW3      *  175. *   4.0 *   .1   .8   .0   .0   .0   .2  1.8   .1

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1616   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1497   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1530   3.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1530   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1318   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1272   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1275   3.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1275   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    681   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    681   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    793   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    793   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    802   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    802   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    819   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    819   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   3.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     46   3.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.8 *   .0  1.5   .1   .0   .0   .0   .4   .1
2. SE3      *  355. *   2.5 *   .0   .2   .9   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.6 *   .0   .0   .4   .1   .0  1.3   .1   .0
4. NW3      *  174. *   2.5 *   .0   .8   .0   .0   .0   .2   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1647   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1520   5.4     .0   9.9
C. ND           *     2     0     2   150 *  AG   1556   3.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1556   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1329   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1293   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1320   3.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1320   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    691   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    691   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    811   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    811   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    859   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    859   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    839   5.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    839   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    127   3.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     36   3.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.8 *   .0  1.5   .1   .0   .0   .0   .4   .1
2. SE3      *  355. *   2.6 *   .0   .2  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.7 *   .0   .0   .4   .1   .0  1.3   .1   .0
4. NW3      *  174. *   2.6 *   .0   .8   .0   .0   .0   .2   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1571   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1491   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1559   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1559   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1523   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1461   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1449   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1449   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1343   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1343   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1443   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1443   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    979   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    979   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    965   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    965   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     80   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.5   .2   .0   .0   .0   .5   .1
2. SE3      *  355. *   3.2 *   .0   .2  1.2   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.5   .2   .0
4. NW3      *  174. *   3.2 *   .0   .8   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1598   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1518   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1590   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1590   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1562   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1500   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1498   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1498   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1375   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1375   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1464   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1464   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1007   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1007   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    990   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    990   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     80   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.4 *   .0  1.6   .2   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.2 *   .0   .3  1.2   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.4 *   .0   .0   .6   .1   .0  1.5   .2   .0
4. NW3      *  174. *   3.3 *   .0   .8   .0   .0   .0   .3  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1458   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1458   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1328   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1239   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1243   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1243   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1626   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1541   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1741   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1741   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1704   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1602   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1682   4.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1682   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     89   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    102   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1477   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1360   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1471   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1471   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1322   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1231   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1278   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1278   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1647   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1559   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1718   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1718   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1732   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1629   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1711   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1711   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     91   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    103   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1560   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1440   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1611   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1611   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1408   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1286   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1316   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1316   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1692   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1607   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1746   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1746   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1946   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1933   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1933   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    122   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    140   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1548   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1426   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1602   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1602   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1415   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1297   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1331   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1331   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1707   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1621   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1766   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1766   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1964   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1820   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1935   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1935   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    122   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    118   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     86   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    144   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VETERAN AVE AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    285   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    285   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    116   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     71   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1673   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1673   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1655   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1655   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2062   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1866   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1911   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1911   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     45   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    196   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.4 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.6   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    285   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    285   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    115   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     60   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1736   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1736   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1684   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1684   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2098   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1925   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1980   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1980   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     55   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    173   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.4 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.7 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .9   .0   .1   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND PICO BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    222   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    222   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    501   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    296   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2057   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2057   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2260   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2260   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1737   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1608   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1813   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1813   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    205   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    129   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.2   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .2   .1  1.6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    252   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    252   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    515   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    296   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2128   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2128   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2312   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2312   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1740   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1819   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1819   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    219   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    140   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.7 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .2   .1  1.6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    503   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    428   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    541   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    541   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    368   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    262   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    315   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    315   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1760   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1699   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1774   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1774   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2079   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.7 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    544   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    472   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    584   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    584   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    373   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    254   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    310   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    310   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1806   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1740   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1797   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1797   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2058   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1988   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2090   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2090   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    119   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     66   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    309   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    254   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    389   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    389   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    679   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    578   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    637   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    637   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1937   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1870   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1961   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1961   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2025   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1963   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1963   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     67   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .0   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.9 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    410   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    353   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    485   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    485   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    661   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    563   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    634   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    634   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2015   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1943   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2029   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2029   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2030   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1889   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1968   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1968   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     57   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     98   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    141   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1063   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1063   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    235   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     99   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2246   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2246   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2171   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2171   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3760   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2871   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3007   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3007   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    136   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    889   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   4.1 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.4 *   .0   .0   .3   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .2  1.1   .0   .0   .0   .0   .0   .6
2. SE3      *   .0   .0   .5   .2   .2  2.3   .2   .0   .0   .0   .0   .6
3. SW3      *   .0   .0   .5   .2   .2  2.7   .0   .0   .0   .0   .0   .6
4. NW3      *   .1  1.9   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1109   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1109   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    243   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     97   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2380   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2380   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2273   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2273   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3786   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2881   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3027   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3027   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    146   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    905   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   3.9 *   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *  275. *   4.0 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   4.1 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .2  1.1   .0   .0   .0   .0   .0   .6
2. SE3      *   .0   .0   .5   .2   .2  2.3   .2   .0   .0   .0   .0   .6
3. SW3      *   .0   .0   .5   .2   .2  2.7   .0   .0   .0   .0   .0   .6
4. NW3      *   .1  2.0   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    265   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    265   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    860   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    698   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2293   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2293   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2931   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2931   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2175   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1970   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2132   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2132   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    205   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.3 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.5   .1   .2   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .6   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    269   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    269   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    871   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    722   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2371   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2371   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3035   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3035   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2158   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1947   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2096   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2096   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    149   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    211   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .0   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   3.4 *   .0   .0   .0   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.5   .1   .2   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .6   .2   .1  1.9   .0   .0   .0   .0   .0   .1
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1175   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1081   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1146   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1146   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1374   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1280   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1280   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1316   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1211   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1382   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1382   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1302   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1359   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1359   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    105   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1189   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1088   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1147   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1147   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1407   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1301   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1341   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1341   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1338   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1224   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1401   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1401   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1320   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1226   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1365   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1365   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    114   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1186   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1348   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1348   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1365   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1270   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1362   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1362   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1260   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1353   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1353   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1385   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1216   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1300   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1300   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    169   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1249   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1148   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1308   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1308   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1375   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1285   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1387   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1387   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1352   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1280   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1382   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1382   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1413   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1244   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1312   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1312   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    169   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1118   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    984   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1246   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1114   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1096   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1096   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1720   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1648   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1808   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1808   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1879   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    134   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1117   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    990   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1110   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1110   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1351   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1207   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1141   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1141   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1746   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1671   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1866   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1866   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1891   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1818   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1988   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1988   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    127   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    144   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1137   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1203   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1203   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1479   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1288   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1344   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1344   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1675   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1545   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1623   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1623   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1930   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1803   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2051   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    191   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1131   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1001   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1182   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1182   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1506   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1311   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1346   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1346   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1701   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1579   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1688   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1688   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1952   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1824   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2074   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2074   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    130   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    195   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    128   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1200   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1131   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1259   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1259   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    807   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    660   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    662   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    662   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2395   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2320   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2335   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2335   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2240   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2168   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2386   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2386   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    147   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     72   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.5 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.3 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1298   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1232   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1378   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1378   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    808   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    647   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    652   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    652   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2440   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2362   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2339   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2339   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2226   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2154   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2403   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2403   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     66   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    161   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     72   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .6   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .4   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.2   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1117   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1030   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1208   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1208   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1647   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1377   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1453   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1453   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3090   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3001   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3027   3.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3027   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1920   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1845   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2086   3.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2086   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    270   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  354. *   3.9 *   .0   .2  1.3   .0   .0   .8   .0   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.9 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5  1.7   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.7   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1124   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1047   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1260   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1260   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1631   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1368   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1476   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1476   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3191   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3087   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3060   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3060   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1942   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1863   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2092   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2092   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     77   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    263   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    104   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     79   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   4.0 *   .0   .2  1.3   .0   .1   .7   .0   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   4.9 *   .0   .0   .4   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5  1.7   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .0   .2   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.7   .3   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1059   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1263   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1263   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    683   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    518   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    575   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    575   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1911   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1823   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1773   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1773   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1819   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1653   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1966   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1966   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    165   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1134   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1363   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1363   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    689   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    543   5.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    610   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    610   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1957   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1864   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1832   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1832   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1868   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1680   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    146   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     93   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    188   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.3 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.1 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    874   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    719   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1105   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1105   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1272   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1082   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1423   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1423   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2431   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2090   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2099   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2099   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1793   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1743   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1743   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    155   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    190   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    341   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    193   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    887   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    722   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1115   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1115   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1272   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1099   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1457   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1457   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2475   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2128   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2157   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2157   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1790   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1588   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1695   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1695   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    165   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    173   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    347   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    202   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.4 *   .0   .3   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND 6TH ST  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1058   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1058   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1080   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1080   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1530   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1530   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1564   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1564   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    806   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    726   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    836   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    836   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1327   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1261   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1241   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1241   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     66   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.4 *   .0   .6   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.4 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.5 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND 6TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1057   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1057   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1085   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1085   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1552   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1552   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1650   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1650   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    817   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    729   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    836   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    836   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1464   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1390   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1319   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1319   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.5 *   .0   .6   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   1.6 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .2   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1421   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1421   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1463   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1463   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1168   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1168   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1226   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1226   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1320   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1204   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1291   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1291   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1178   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1089   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1107   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1107   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    116   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     89   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.7 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND 6TH ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1401   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1401   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1457   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1457   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1173   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1173   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1287   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1287   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1402   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1278   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1377   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1377   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1317   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1213   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1172   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1172   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    124   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    104   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   1.7 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALAVARDO ST AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1000   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    929   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1025   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1025   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1371   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1217   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1004   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1004   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1128   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1085   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1411   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1411   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1738   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1627   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1797   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1797   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    154   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     43   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    111   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALAVARDO ST AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    998   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    929   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1022   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1022   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1284   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1121   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    909   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    909   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1149   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1105   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1426   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1426   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1759   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1651   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1833   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1833   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    163   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    108   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .6   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALAVARDO ST AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1136   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1041   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1257   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1257   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1220   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1076   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1014   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1014   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1866   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1755   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1979   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1979   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1575   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1372   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1547   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1547   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     95   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    144   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    111   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    203   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALAVARDO ST AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1115   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1028   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1257   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1257   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1237   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1079   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1014   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1014   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1899   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1787   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1998   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1998   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1631   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1422   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1613   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1613   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    158   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    112   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    209   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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         CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION
                  PAGE   1

              JOB:   BARRINGTON AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1738   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1204   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1271   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1271   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    992   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    638   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    778   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    778   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1942   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1828   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2184   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2184   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1613   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1555   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2052   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2052   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    534   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    354   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    114   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     58   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BARRINGTON AVE AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1781   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1224   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1292   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1292   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    993   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    650   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    799   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    799   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1974   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1857   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2238   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2238   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1651   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1591   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2070   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2070   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    557   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    343   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    117   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1350   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1163   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1337   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1337   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1673   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1470   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1992   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1992   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1939   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1826   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1812   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1812   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2097   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2033   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1918   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1918   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    187   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    203   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     64   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.2 *   .0   .3   .0   .0   .0   .1  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1352   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1162   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1339   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1339   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1685   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1484   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2017   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2017   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1949   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1836   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1829   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1829   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2120   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2054   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1921   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1921   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    190   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    201   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     66   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.2 *   .0   .3   .0   .0   .0   .1  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    627   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    515   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    497   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    497   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    713   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    511   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    536   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    536   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1831   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1771   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1872   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1872   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1242   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1191   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1508   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1508   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    202   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     60   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     51   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.2 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    665   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    546   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    514   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    514   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    746   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    526   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    532   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    532   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1703   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1652   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1772   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1772   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1167   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1118   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1463   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1463   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    220   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     51   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     49   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.3 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD   PMN
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    383   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    321   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    382   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    382   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    521   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    480   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    569   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    569   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1921   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1843   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1895   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1895   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1594   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1576   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1573   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1573   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     41   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     18   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    408   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    332   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    368   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    368   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    536   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    489   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    572   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    572   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1780   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1703   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1780   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1780   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1534   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1522   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1538   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1538   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     76   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     47   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  274. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   94. *   1.4 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .1   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BEVERLY GLEN BLVD AND OLYMPIC BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1166   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1068   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1298   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    939   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    814   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    814   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2552   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2540   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2727   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2727   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3098   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2959   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3476   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3476   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     98   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    359   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     12   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    139   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD AND OLYMPIC BLV AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1141   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1049   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1317   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    956   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    835   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    835   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2634   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2621   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2791   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2791   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3117   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2973   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3480   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3480   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    361   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     13   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    144   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.2 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BEVERLY GLEN BLVD AND OLYMPIC BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    652   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    538   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    851   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    851   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1417   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1129   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1172   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1172   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3150   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2975   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3137   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3137   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2188   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2001   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2247   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2247   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    114   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    288   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    175   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    187   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BEVERLY GLEN BLVD AND OLYMPIC BLV PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    644   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    527   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    813   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    813   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1419   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1122   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1167   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1167   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3197   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3019   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3190   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3190   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2181   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2010   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2271   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2271   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    297   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    178   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    171   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BEVERLY GLEN BLVD & SANTA MONICA BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1082   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    908   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    913   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    913   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1796   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1237   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1385   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1385   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1590   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1466   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1594   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1594   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2047   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1965   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2623   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2623   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    174   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    559   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    124   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.1 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & SANTA MONICA BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1088   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    944   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1035   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1035   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1806   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1206   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1350   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1350   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1684   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1556   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1600   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1600   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2064   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1966   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2657   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2657   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    144   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    600   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    128   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     98   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  354. *   2.0 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *   85. *   2.1 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .4   .0   .0   .2   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .1   .0   .1   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BEVERLY GLEN BLVD & SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    886   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    757   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1193   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1193   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1426   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1158   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1415   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1415   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2424   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2265   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2078   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2078   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1778   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1613   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1828   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1828   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    129   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    268   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    159   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    165   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .1   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & SANTA MONICA BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    851   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    739   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1228   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1228   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1489   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1175   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1408   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1408   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2488   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2331   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2079   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2079   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1773   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1607   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1886   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1886   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    314   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    157   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.9 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    958   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    734   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    817   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    817   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    786   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    684   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    850   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    850   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1648   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1504   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1364   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1274   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1383   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1383   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    224   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    102   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    144   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    920   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    715   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    791   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    791   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    845   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    735   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    898   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    898   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1572   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1424   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1607   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1607   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1268   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1186   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1309   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1309   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    205   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    110   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    148   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.4 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.5 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND WILSHIRE BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1277   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1047   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1206   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1206   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    644   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    533   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    692   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    692   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1706   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1557   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1756   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1756   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1486   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1324   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1459   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1459   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    230   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    111   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    149   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    162   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND WILSHIRE BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1307   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1091   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1211   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1211   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    702   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    570   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    721   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    721   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1609   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1456   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1636   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1636   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1349   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1213   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1399   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1399   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    216   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    153   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    136   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1263   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1110   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1200   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1200   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1226   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1158   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1204   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1204   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2616   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2462   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2670   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2670   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1513   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1440   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1544   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1544   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    154   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1274   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1121   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1205   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1205   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1267   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1195   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1248   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1248   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2654   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2493   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2699   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2699   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1534   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1464   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1577   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1577   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     72   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    161   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1503   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1363   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1448   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1448   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1214   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1130   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1254   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1254   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1651   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1486   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1599   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1599   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2069   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1972   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2136   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2136   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     84   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    165   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.9 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1527   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1382   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1453   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1453   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1221   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1131   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1253   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1253   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1702   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1535   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1654   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1654   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2135   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2042   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2225   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2225   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    145   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    167   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     93   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1195   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    438   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    849   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    849   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1988   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1539   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2296   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2296   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1585   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1623   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1623   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    757   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    449   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.4 *   .0   .3   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1223   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    436   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    927   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    927   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1722   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1228   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2015   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2015   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1322   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1322   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1325   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1325   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    787   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    494   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.3 *   .0   .3   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .4   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1273   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    673   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    862   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    862   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1636   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1267   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1867   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1867   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1839   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1839   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2019   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2019   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    600   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    369   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.7 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1297   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    641   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.5     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    866   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    866   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1349   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1004   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1660   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1660   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1567   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1567   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1687   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1687   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    656   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    345   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    910   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    529   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    662   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    662   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1438   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    982   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    647   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    647   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3115   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3115   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3718   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3718   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2088   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2088   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2524   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2524   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    381   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    456   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.4 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    947   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    537   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    654   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    654   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1444   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    996   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    691   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    691   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3232   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3232   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3852   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3852   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2143   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2143   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2569   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2569   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    410   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    448   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.0 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.5 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    820   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    751   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    983   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    983   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    982   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    715   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    980   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    980   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2864   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2864   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2833   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2833   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2918   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2918   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2788   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2788   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    267   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    817   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    746   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    976   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    976   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    941   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    687   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    978   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    978   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2937   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2937   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2898   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2898   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2970   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2970   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2813   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2813   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    254   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND 3RD ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    990   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    918   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1078   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1078   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1534   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1366   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1497   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1497   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1965   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1727   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1794   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1794   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    807   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    676   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    927   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    927   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    168   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    238   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1006   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    934   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1085   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1085   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1487   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1331   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1514   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1514   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1971   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1704   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1752   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1752   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    832   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    703   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    945   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    945   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    156   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    267   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    129   2.2     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .7   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *             EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-----------------------------
A. NF           *     2  -450     2  -150 *  AG   1242   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1151   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1483   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1483   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1444   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1215   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1292   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1292   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1122   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    993   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1006   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1006   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1525   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1275   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1552   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1552   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     91   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    229   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    129   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    250   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND 3RD ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1277   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1183   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1501   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1501   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1427   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1201   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1287   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1287   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1128   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    995   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1006   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1006   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1518   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1275   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1556   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1556   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    226   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    133   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    243   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    948   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1002   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1002   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1206   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1206   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2670   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2670   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1864   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1826   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2268   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2268   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3412   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3299   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1490   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1490   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     42   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     38   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    113   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *    6. *   2.0 *   .0   .0   .3   .0   .0   .6   .2   .0
4. NW3      *  175. *   2.4 *   .0   .2   .0   .0   .0   .0  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.4   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    966   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    930   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1071   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1071   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1210   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1210   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    853   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    853   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1884   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1847   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2293   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2293   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1702   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1549   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1545   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1545   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     36   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     37   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    153   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    731   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    703   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1208   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1208   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1012   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1012   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1390   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1331   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1629   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1629   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2305   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2114   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2106   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2106   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     28   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     59   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    191   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    733   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    705   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    944   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    944   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1231   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1231   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1019   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1019   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1336   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1282   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1596   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1596   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2319   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2078   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2060   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2060   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     28   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     54   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    241   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    983   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    983   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1174   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1174   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1356   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1280   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1278   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1278   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1881   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1881   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1843   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1843   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1032   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    947   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    957   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    957   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     85   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1052   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1052   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1247   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1247   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1371   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1290   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1284   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1284   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1916   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1916   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1874   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1874   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1048   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    964   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    982   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    982   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     84   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    908   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    908   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1039   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1039   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1286   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1208   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1213   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1213   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1076   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1076   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1019   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1019   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1261   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1233   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1260   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1260   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     78   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     28   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.4 *   .0   .0   .5   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.5 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    971   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    971   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1169   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1169   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1290   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1209   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1228   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1228   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1155   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1155   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1023   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1023   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1338   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1305   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1334   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1334   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     33   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.5 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1301   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1111   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1111   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1848   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1685   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1625   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1625   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1851   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1735   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2168   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2168   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1038   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    944   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1134   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1134   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    279   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    163   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    116   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1313   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1052   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1126   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1126   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1868   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1704   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1627   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1627   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1644   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1538   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1949   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1949   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    812   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    734   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    935   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    935   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    261   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    164   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.6 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .2   .0   .0   .9   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1288   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1101   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1567   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1567   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1779   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1516   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1710   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1710   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1238   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1376   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1376   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2493   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2134   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2237   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2237   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    187   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    263   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    359   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.2 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1421   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1236   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1639   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1639   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1783   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1535   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1744   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1744   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1189   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1091   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1209   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1209   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2175   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1865   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1976   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1976   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    185   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    248   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     98   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    310   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1251   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1251   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1356   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1356   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1622   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1622   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1645   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1645   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1566   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1449   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1512   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1512   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1212   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1077   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1138   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1138   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    117   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    135   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1248   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1248   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1354   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1354   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1595   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1595   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1588   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1588   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1567   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1466   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1551   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1551   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1219   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1079   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1136   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1136   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    101   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    140   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1281   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1281   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1424   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1424   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1649   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1649   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1626   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1626   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1259   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1177   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1236   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1236   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    935   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    774   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    838   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    838   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    161   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1349   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1483   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1483   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1659   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1659   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1639   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1639   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1266   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1182   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1244   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1244   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    940   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    779   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    848   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    848   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    161   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .9   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1269   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1269   2.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1260   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1260   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1652   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1652   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1549   1.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1549   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1255   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1252   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1331   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1331   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    105   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG     97   2.5     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    141   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    141   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  184. *   1.3 *   .0   .6   .0   .0   .0   .0   .2   .1
2. SE3      *  355. *   1.2 *   .0   .0   .4   .0   .0   .4   .0   .0
3. SW3      *    4. *   1.4 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.3 *   .0   .3   .0   .0   .0   .1   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1402   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1402   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1382   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1382   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1592   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1592   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1520   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1520   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    974   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    973   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1009   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1009   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1248   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1240   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1305   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1305   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.6 *   .0   .7   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1283   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1267   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1267   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1594   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1594   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1243   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1240   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1313   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1313   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    811   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    804   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    855   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    855   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.5 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1477   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1477   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1452   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1452   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1576   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1576   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1499   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1499   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    966   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    965   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    986   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    986   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1289   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1282   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1371   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1371   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    811   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    811   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    862   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    862   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    884   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    814   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    939   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    939   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1844   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1775   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1821   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1821   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1479   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1471   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1396   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1396   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     69   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.7 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    827   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    827   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    878   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    878   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    859   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    785   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    916   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    916   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1859   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1784   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1817   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1817   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1496   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1489   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1430   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1430   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     74   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    793   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    793   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1029   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1029   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    979   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    903   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    920   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    920   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1479   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1385   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1378   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1378   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1993   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1817   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1917   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1917   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     94   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    766   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    766   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1019   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1019   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    980   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    917   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    928   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    928   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1500   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1408   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1417   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1417   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2068   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1868   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1950   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1950   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    200   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1050   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1050   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1306   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1306   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1352   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1242   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    948   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    948   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1778   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1665   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1938   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1938   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1327   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1143   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1315   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1315   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    110   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    184   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1110   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1110   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1320   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1320   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1306   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1220   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    927   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    927   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1546   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1445   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1736   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1736   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1088   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    922   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1067   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1067   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    101   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1010   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1010   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1385   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1385   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1382   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1235   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    982   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    982   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1528   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1420   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1632   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1632   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1703   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1405   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1624   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1624   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    147   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    298   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .4   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1038   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1038   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1447   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1447   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1367   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1258   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    989   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    989   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1331   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1236   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1475   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1475   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1485   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1152   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1310   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1310   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    109   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     95   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    333   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1618   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1504   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1571   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1571   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2070   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1958   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2101   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2101   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1628   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1469   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1659   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1659   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1224   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1132   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1209   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1209   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    114   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    112   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    159   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   2.4     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.9 *   .0   .1   .6   .0   .0   .5   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1626   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1516   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1591   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1591   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2140   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   2022   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2161   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2161   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1645   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1485   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1672   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1672   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1232   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1137   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1219   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1219   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    110   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    118   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    160   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.9 *   .0   .1   .6   .0   .0   .5   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .2   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1968   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1845   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1894   2.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1894   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1849   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1754   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1838   2.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1838   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1240   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1106   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1234   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1234   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    861   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    803   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    952   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    952   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    123   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    134   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     58   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.9 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .9   .0   .0
4. NW3      *  174. *   1.8 *   .0   .5   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND 3RD ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1931   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1805   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1843   2.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1843   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1868   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1771   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1852   2.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1852   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1249   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1115   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1252   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1252   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    859   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    804   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    960   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    960   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    126   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     97   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    134   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     55   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.9 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .9   .0   .0
4. NW3      *  174. *   1.8 *   .0   .5   .0   .0   .0   .2   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1651   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1512   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1628   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1628   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1964   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1832   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1800   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1800   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1761   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1665   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1920   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1920   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1443   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1381   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1471   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1471   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     96   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     62   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.0 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1694   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1540   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1657   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1657   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2024   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1901   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1861   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1861   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1763   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1670   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1960   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1960   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1475   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1408   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1478   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1478   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    154   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    123   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     93   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     67   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.2 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.0 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.2 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1818   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1745   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1975   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1975   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2049   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1926   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1952   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1952   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1422   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1336   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1425   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1425   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1857   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1937   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1937   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    123   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     86   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.3 *   .0   .0   .4   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1865   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1790   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   2001   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   2001   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2054   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1917   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1943   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1943   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1457   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1368   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1456   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1456   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2057   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1927   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2033   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2033   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    130   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *   85. *   2.2 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1581   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1427   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1525   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1525   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1896   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1768   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1835   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1835   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1656   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1949   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1949   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1299   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1312   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1312   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    154   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    128   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    189   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   1.9 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1573   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1424   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1542   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1542   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1891   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1794   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1890   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1890   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1646   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1460   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1737   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1737   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1142   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1015   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1083   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1083   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    149   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     97   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    186   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND WILSHIRE BLVD  PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1791   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1670   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1938   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1938   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1683   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1565   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1777   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1777   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1454   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1236   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1391   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1391   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1825   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1554   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1647   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1647   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    118   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    218   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    271   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  355. *   2.1 *   .0   .1   .9   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND WILSHIRE BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1778   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1668   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1920   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1920   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1665   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1561   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1797   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1797   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1298   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1077   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1204   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1204   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1617   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1365   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1437   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1437   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    110   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    221   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    252   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   2.0 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    709   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    617   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    389   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    389   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    385   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    314   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    538   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    538   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2478   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2296   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2383   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2383   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2557   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2545   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2819   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2819   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    182   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.8 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    727   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    638   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    427   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    427   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    389   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    315   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    533   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    533   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2542   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2363   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2442   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2442   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2582   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2569   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2838   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2838   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     89   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     74   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    179   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     13   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.8 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    671   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    568   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    491   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    491   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    525   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    449   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    874   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    874   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3477   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3124   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3218   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3218   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2170   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2133   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2260   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2260   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    103   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    353   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     37   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.5   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    693   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    593   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    543   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    543   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    547   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    471   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    901   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    901   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3533   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3179   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3267   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3267   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2190   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2145   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2252   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2252   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    100   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    354   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     45   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.5   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1909   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1706   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    717   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    717   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    637   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    592   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1130   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1130   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1986   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1577   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1776   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1776   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2002   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1890   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2911   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2911   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    203   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     45   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    409   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    112   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.3 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.8 *   .0   .4   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1960   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1733   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    734   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    734   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    634   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    593   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1156   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1156   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2026   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1610   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1835   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1835   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2060   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1944   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2955   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2955   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    227   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     41   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    416   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    116   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.3 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1643   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1045   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    604   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    604   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    934   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    881   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2038   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2038   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2722   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1892   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2497   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2497   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1747   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1684   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1907   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1907   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    598   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     53   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    830   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     63   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.2 *   .0   .6   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.1 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.3 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.3 *   .0   .3   .0   .0   .0   .0  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .3   .0   .1   .0
2. SE3      *   .0   .0   .4   .0   .0   .9   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .1   .0   .3   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .2   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND PICO BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1645   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1062   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    628   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    628   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    962   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    904   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2017   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2017   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2750   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1937   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2527   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2527   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1722   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1656   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1907   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1907   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    583   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     58   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    813   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     66   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.2 *   .0   .6   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.1 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.3 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.3 *   .0   .3   .0   .0   .0   .0  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .2   .0   .1   .0
2. SE3      *   .0   .0   .4   .0   .0   .9   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .1   .0   .3   .0
4. NW3      *   .0   .0   .4   .0   .0   .2   .0   .0   .2   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE AND SANTA MONICA BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    449   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    277   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    313   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    313   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2317   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2004   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2051   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2051   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1997   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1997   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2274   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2274   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    172   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    313   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA BLV AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    488   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    317   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    318   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    318   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2347   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2029   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2075   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2075   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2047   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2047   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2364   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2364   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    171   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    318   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE AND SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    452   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    231   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    477   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    477   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2487   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2010   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2157   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2157   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1882   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2113   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2113   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    221   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    477   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND SANTA MONICA BLV PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    504   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    267   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG     73   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG     73   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    498   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    498   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2501   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2003   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2167   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2167   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1901   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1901   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2168   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2168   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    237   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    498   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN BLVD AND SUNSET BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    481   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    362   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    169   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     90   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    693   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    693   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2461   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1963   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1992   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1992   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1081   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1071   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1328   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1328   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    498   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   S BEVERLY GLEN BLV AND SUNSET BLV AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    442   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    337   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    170   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     87   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    691   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    691   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2509   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2006   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2015   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2015   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1109   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1099   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1345   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1345   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     83   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    503   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .2   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN BLVD AND SUNSET BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    772   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    624   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    148   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    148   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     77   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    475   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    475   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1690   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1375   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1482   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1482   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1747   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1740   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2284   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2284   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    148   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    315   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   S BEVERLY GLEN BLV AND SUNSET BLV PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    770   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    627   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    147   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    147   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     74   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    466   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    466   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1738   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1423   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1523   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1523   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1772   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1765   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2324   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2324   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    143   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    315   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1384   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1199   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1844   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1844   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    993   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    993   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1134   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1134   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2527   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2527   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2074   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2074   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1516   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1516   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1368   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1368   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    185   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.0 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1500   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1285   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1881   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1881   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1025   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1025   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1197   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1197   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2472   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2472   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2098   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2098   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1566   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1566   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1387   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1387   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    215   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.0 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   2.0 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    980   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    785   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1087   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1087   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1206   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1206   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1515   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1515   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1415   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1415   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2081   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2081   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1767   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1767   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    195   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.8 *   .0   .2   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    990   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    824   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1184   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1184   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1248   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1248   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1392   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1392   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1532   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1532   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1349   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1349   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2075   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2075   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1920   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1920   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    166   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.7 *   .0   .2   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE BLV AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1856   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1447   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1693   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1693   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1600   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1368   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1352   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1352   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1841   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1832   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2199   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2199   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1486   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1440   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1539   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1539   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    409   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    232   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     46   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.2 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.0 *   .0   .0   .4   .0   .0   .7   .0   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .2   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD & WILSHIRE BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1935   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1465   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1672   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1672   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1524   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1349   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1373   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1373   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1652   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1643   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2107   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2107   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1415   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1367   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1374   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1374   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    470   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    175   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     48   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  174. *   2.0 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .0   .0   .7   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .2   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND WILSHIRE BLV PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1185   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    832   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1206   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1206   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2231   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1946   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2204   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2204   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1658   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1577   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1771   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1771   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2233   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2157   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2126   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2126   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    353   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    285   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     81   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   2.3 *   .0   .0   .3   .0   .0  1.0   .2   .0
4. NW3      *  175. *   2.3 *   .0   .2   .0   .0   .0   .1  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD & WILSHIRE BLVD PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1935   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1465   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1672   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1672   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1524   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1349   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1373   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1373   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1652   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1643   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2107   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2107   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1415   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1367   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1374   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1374   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    470   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    175   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      9   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     48   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  174. *   2.0 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .0   .0   .7   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .2   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1442   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1272   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1286   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1286   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    753   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    682   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    689   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    689   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2454   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2362   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2546   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2546   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2101   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2025   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2229   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2229   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    170   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1515   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1356   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1302   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1302   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    780   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    677   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    663   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    663   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2502   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2411   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2572   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2572   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2156   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2096   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2416   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2416   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    159   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1488   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1387   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1617   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1617   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    890   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1111   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1111   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3127   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2918   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2971   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2971   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2153   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1994   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2042   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2042   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     83   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    209   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    159   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.2 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1514   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1418   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1533   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1533   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    996   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    901   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1122   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1122   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3147   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2927   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2958   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2958   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2056   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2011   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2100   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2100   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     96   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    220   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     45   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.2 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1796   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1506   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1480   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1480   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    759   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    677   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    791   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    791   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1654   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1505   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1911   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2119   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2119   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    290   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    149   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     89   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1884   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1582   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1542   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1542   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    736   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    655   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    777   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    777   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1650   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1499   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2027   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1938   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2159   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2159   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    302   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    151   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     89   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1796   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1506   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1480   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1480   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    759   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    677   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    791   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    791   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1654   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1505   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1911   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2119   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2119   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    290   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    149   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     89   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD  PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1570   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1313   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1359   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1359   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1258   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1188   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1544   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1544   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2145   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1899   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2119   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2119   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1791   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1707   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1742   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1742   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    257   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    246   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     84   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.0 *   .0   .7   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 6TH ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1491   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1438   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1505   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1505   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1662   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1558   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1652   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1652   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1236   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1116   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1235   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1235   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1406   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1319   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1403   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1403   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     53   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    120   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     87   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.8 *   .0   .4   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1546   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1491   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1523   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1523   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1587   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1451   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1464   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1464   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1229   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1130   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1269   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1269   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1350   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1276   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1456   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1456   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    136   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     99   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *   85. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 6TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1887   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1812   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1888   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1888   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1399   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1251   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2412   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2412   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1615   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1477   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1477   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1477   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1316   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1255   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    440   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    440   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    148   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    138   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     61   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   1.9 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   1.9 *   .0   .0   .4   .0   .0   .7   .2   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1837   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1760   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1849   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1849   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1405   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1243   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2329   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2329   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1549   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1442   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1469   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1469   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1313   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1242   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    457   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    457   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     77   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   1.9 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   1.8 *   .0   .0   .4   .0   .0   .7   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1646   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1515   2.8     .0   9.9
C. ND           *     2     0     2   150 *  AG   1543   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1543   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1398   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1348   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1346   1.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1346   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    683   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    683   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    821   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    821   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    872   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    872   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    131   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     50   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.5 *   .0   .8   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.4 *   .0   .1   .5   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.5 *   .0   .0   .2   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.4 *   .0   .4   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1675   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1549   2.8     .0   9.9
C. ND           *     2     0     2   150 *  AG   1588   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1588   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1368   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1330   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1352   1.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1352   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    695   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    695   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    819   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    819   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    914   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    914   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    893   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    893   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    126   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     38   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.5 *   .0   .8   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.4 *   .0   .1   .5   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.5 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.4 *   .0   .4   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1624   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1537   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1601   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1601   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1577   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1516   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1395   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1395   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1504   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1504   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1009   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1009   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    987   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    987   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     61   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1619   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1540   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1622   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1622   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1598   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1535   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1539   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1539   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1442   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1442   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1522   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1522   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1042   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1042   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1018   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1018   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     79   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.8 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    480   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    434   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    460   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    460   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    315   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    234   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    253   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    253   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2316   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2283   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2324   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2324   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2066   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2032   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2140   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2140   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     46   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     33   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     34   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    495   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    453   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    506   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    506   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    325   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    240   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    253   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    253   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2397   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2367   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2400   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2400   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2242   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2196   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2300   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2300   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     42   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     85   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     30   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     46   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VETERAN AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    266   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    244   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    368   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    368   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    545   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    451   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    471   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    471   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3016   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2938   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2973   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2973   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1906   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1821   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1921   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1921   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     22   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     85   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    246   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    228   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    383   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    383   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    546   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    452   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    474   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    474   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3065   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2986   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3006   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3006   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1968   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1868   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     18   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     79   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    100   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1476   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1360   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1469   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1469   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1345   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1249   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1296   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1296   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1665   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1576   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1733   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1733   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1779   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1677   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1767   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1767   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    116   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     96   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    102   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1484   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1366   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1476   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1476   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1364   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1267   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1311   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1311   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1671   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1583   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1748   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1748   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1812   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1707   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1796   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1796   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    118   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     97   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    105   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1582   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1457   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1645   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1645   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1420   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1305   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1344   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1344   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1783   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1694   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1838   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1838   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1988   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1839   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1946   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1946   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    125   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    115   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    149   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1580   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1457   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1648   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1648   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1441   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1322   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1363   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1363   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1803   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1711   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1849   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1849   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1851   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1964   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1964   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    123   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    119   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    149   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    543   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    446   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    579   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    579   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    384   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    269   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    320   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    320   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1810   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1747   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1833   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1833   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2080   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1997   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2085   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2085   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    115   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     63   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    559   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    474   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    581   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    581   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    391   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    279   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    332   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    332   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1804   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1741   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1830   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1830   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2111   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2037   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2122   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2122   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     85   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    112   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     63   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    444   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    380   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    497   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    497   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    664   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    573   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    661   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    661   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1987   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1909   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2001   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2001   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2028   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1893   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1964   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1964   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     64   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     91   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    135   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    459   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    388   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    508   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    508   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    689   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    593   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    661   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    661   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2025   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1955   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2065   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2065   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2049   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1910   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1988   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1988   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     96   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    139   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    588   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    491   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    732   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    732   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1650   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1227   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1324   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1324   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2309   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2309   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2491   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2491   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    423   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    584   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    482   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    760   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    760   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1696   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1268   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1370   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1370   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2373   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2373   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2523   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2523   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    102   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    428   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    948   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    460   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    434   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    434   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2204   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1925   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2413   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2413   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1364   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1364   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1669   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1669   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    488   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    279   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    970   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    454   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    445   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    445   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2204   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1926   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2442   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2442   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1390   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1390   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1677   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1677   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    516   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    278   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1059   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    802   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1274   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1274   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    621   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    476   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    476   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    476   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2726   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2649   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3162   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3162   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   4730   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   4146   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   4224   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   4224   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    257   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    145   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    584   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   3.0 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.8 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.3 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .8   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .4   .1   .1  1.7   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .4   .1   .1  2.0   .0   .0   .0   .0   .0   .2
4. NW3      *   .0  1.1   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1060   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    825   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1265   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1265   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    613   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    466   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    479   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    479   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2501   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2421   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2890   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2890   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   4341   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3790   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3881   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3881   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    235   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    147   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    551   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   2.4 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.8 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .8   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .3   .1   .1  1.6   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .1   .1  1.8   .0   .0   .0   .0   .0   .2
4. NW3      *   .0  1.0   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1282   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    973   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    984   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    984   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1098   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1054   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    533   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    533   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3423   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3334   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   4307   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   4307   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2850   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2605   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2829   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2829   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    309   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     44   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    245   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.4 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.5 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.2   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1294   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    966   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    946   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    946   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1073   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1034   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    534   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    534   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3119   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3034   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   4005   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   4005   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2559   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2341   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2560   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2560   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    328   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     39   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    218   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    254   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    103   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2299   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2299   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2209   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2209   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3795   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2885   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3036   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3036   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    151   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    910   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .6   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .3   .0   .0  1.2   .1   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .3   .1   .1  1.4   .0   .0   .0   .0   .0   .3
4. NW3      *   .0  1.0   .0   .0   .0   .0   .4   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1125   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1125   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    267   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    100   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2409   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2409   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2285   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2285   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3806   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2905   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3072   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3072   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    167   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    901   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .6   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .3   .0   .0  1.2   .1   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .3   .1   .1  1.4   .0   .0   .0   .0   .0   .3
4. NW3      *   .0  1.0   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    273   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    273   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    859   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    688   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2393   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2393   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3014   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3014   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2189   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1983   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2154   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2154   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    171   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    206   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .1   .0  1.0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    279   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    279   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    886   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    723   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2409   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2409   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3068   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3068   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2203   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1988   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2151   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2151   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    163   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    215   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .1   .0  1.0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1199   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1097   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1157   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1157   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1456   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1347   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1382   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1382   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1325   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1212   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1396   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1396   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1347   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1251   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1392   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1392   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    102   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    109   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     96   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1215   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1106   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1160   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1160   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1478   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1376   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1432   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1432   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1353   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1231   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1419   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1419   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1366   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1271   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1401   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1401   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    109   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    102   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1340   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1232   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1388   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1388   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1400   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1306   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1404   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1404   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1367   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1295   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1405   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1405   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1421   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1250   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1331   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1331   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    171   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 3RD ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1435   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1324   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1477   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1477   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1408   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1318   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1425   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1425   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1379   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1305   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1420   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1420   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1436   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1266   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1336   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1336   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    111   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     74   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    170   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.8 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 6TH ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1070   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1070   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1074   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1074   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1366   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1366   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1304   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1304   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1104   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1104   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1170   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1170   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1095   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1095   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1087   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1087   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.5 *   .0   .0   .2   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 6TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1101   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1101   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1098   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1098   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1424   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1424   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1358   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1358   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1132   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1132   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1207   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1207   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1095   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1095   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1089   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1089   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.6 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.5 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1345   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1345   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1394   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1394   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1411   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1394   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1394   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1366   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1366   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1331   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1331   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1225   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1225   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1228   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1228   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.7 *   .0   .7   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1365   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1365   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1396   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1396   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1426   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1426   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1392   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1392   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1399   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1399   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1384   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1384   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1220   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1220   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1238   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1238   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1142   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1010   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1133   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1133   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1392   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1252   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1195   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1195   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1776   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1697   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1897   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1897   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1981   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1904   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2066   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2066   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    132   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    140   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     79   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     77   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1182   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1046   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1230   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1230   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1507   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1324   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1384   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1384   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1765   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1629   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1732   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1732   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1979   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1849   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2087   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2087   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    183   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    136   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    130   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1186   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1047   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1234   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1234   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1543   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1354   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1399   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1399   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1777   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1647   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1763   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1763   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2002   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1869   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2112   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2112   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    189   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    133   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1144   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1008   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1126   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1126   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1383   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1245   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1182   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1182   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1762   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1685   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1896   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1896   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1948   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1872   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2033   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2033   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    138   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1265   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1190   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1266   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1266   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    830   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    681   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    717   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    717   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2416   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2324   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2338   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2338   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2230   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2171   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2420   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2420   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    149   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     59   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1292   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1221   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1400   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1400   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    839   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    702   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    714   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    714   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2495   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2415   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2415   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2415   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2348   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2258   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2445   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2445   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1142   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1058   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1266   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1266   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1674   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1412   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1507   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1507   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3192   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3095   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3096   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3096   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1966   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1883   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2105   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2105   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     84   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    262   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     97   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.6 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1083   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1315   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1315   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1678   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1412   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1504   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1504   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3241   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3145   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3131   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3131   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1997   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1907   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2130   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2130   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     81   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    266   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     96   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *   84. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.6 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1245   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1115   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1335   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1335   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    727   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    576   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    621   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    621   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1888   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1807   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1822   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1822   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1902   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1705   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1984   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1984   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    130   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    151   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     81   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    197   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1234   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1109   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1344   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1344   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    737   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    580   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    627   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    627   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1945   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1862   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1860   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1860   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1961   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1760   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2046   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2046   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    125   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    157   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     83   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    201   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    938   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    770   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1176   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1176   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1299   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1123   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1499   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1499   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2492   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2132   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2149   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2149   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1809   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1602   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1714   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1714   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    168   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    176   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    360   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    207   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    946   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    773   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1187   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1187   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1276   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1114   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1517   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1517   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2524   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2153   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2175   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2175   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1821   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1606   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1688   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1688   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    173   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    371   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    215   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTWOOD BLVD & SANTA MONICA BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1384   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1244   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1511   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1511   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    948   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    745   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1066   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1066   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2034   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1727   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1763   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1763   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2239   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2093   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2265   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2265   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    203   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    307   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    146   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD & SANTA MONICA BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1472   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1343   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1678   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1678   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    956   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    751   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1072   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1072   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2058   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1752   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2307   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2132   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2299   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2299   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    129   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    205   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    306   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    175   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTWOOD BLVD & SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1411   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1285   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1719   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1719   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1586   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1369   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1738   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1738   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1990   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1656   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1596   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1596   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2286   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2021   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2220   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2220   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    126   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    217   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    334   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    265   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD & SANTA MONICA BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1454   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1325   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1757   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1757   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1594   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1372   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1732   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1732   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1998   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1669   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1609   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1609   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2284   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2020   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2232   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2232   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    129   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    222   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    329   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    264   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.2 *   .0   .1   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   2.2 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.2 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES        TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1000   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    929   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1025   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1025   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1371   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1217   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1004   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1004   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1128   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1085   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1411   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1411   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1738   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1627   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1797   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1797   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    154   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     43   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    111   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1005   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    936   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1035   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1035   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1286   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1123   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    897   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    897   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1130   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1088   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1420   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1420   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1750   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1638   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1819   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1819   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    163   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     42   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    112   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .6   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1136   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1041   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1257   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1257   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1220   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1076   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1014   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1014   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1866   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1755   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1979   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1979   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1575   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1372   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1547   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1547   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     95   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    144   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    111   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    203   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   ALVARADO ST AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M               AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1113   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1025   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1274   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1274   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1225   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1082   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1011   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1011   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1874   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1766   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1984   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1984   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1610   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1385   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1553   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1553   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     88   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    143   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    225   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALAVARDO ST AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1063   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1063   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1079   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1079   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1543   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1543   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1433   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1433   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1051   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    944   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1153   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1153   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1441   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1359   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1433   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1433   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALAVARDO ST AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1362   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1362   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1461   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1461   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1254   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1254   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1306   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1306   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1474   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1351   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1384   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1384   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1198   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1084   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1137   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1137   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    123   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    114   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALAVARDO ST AND WILSHIRE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1072   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1072   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1081   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1081   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1540   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1540   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1432   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1432   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1010   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    906   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1118   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1118   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1424   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1343   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1415   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1415   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    104   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     81   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.6 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALAVARDO ST AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1348   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1348   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1454   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1454   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1245   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1245   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1295   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1295   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1437   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1317   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1349   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1349   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1187   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1070   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1119   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1119   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    120   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    117   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .7   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    627   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    515   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    497   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    497   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    713   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    511   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    536   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    536   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1831   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1771   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1872   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1872   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1242   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1191   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1508   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1508   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    112   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    202   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     60   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     51   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.2 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    671   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    550   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    506   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    506   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    744   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    524   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    536   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    536   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1757   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1702   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1822   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1822   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1180   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1134   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1488   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1488   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    220   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     55   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     46   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.3 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*--------------------------------
A. NF           *     2  -450     2  -150 *  AG    383   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    321   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    382   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    382   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    521   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    480   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    569   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    569   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1921   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1843   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1895   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1895   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1594   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1576   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1573   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1573   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     41   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     18   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE AND WILSHIRE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    407   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    332   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    371   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    371   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    545   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    497   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    576   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    576   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1785   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1710   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1787   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1787   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1546   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1533   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1549   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1549   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     48   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     13   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  274. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   94. *   1.4 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .1   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:  BEVERLY GLEN BLVD AND OLYMPIC BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1166   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1068   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1298   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    939   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    814   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    814   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2552   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2540   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2727   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2727   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3098   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2959   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3476   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3476   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     98   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    359   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     12   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    139   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .9   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD & OLYMPIC BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1144   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1052   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1105   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1105   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1316   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    956   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    840   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    840   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2640   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2627   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2792   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2792   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3144   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3000   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3507   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3507   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    360   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     13   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    144   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.2 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.3 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:  BEVERLY GLEN BLVD AND OLYMPIC BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    652   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    538   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    851   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    851   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1417   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1129   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1172   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1172   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3150   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2975   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3137   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3137   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2188   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2001   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2247   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2247   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    114   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    288   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    175   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    187   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD & OLYMPIC BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    662   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    551   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    897   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    897   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1416   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1127   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1159   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1159   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3199   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3028   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3181   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3181   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2222   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2017   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2262   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2262   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    111   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    289   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    171   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    205   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & SANTA MONICA BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1082   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    908   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    913   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    913   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1796   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1237   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1385   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1385   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1590   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1466   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1594   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1594   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2047   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1965   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2623   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2623   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    174   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    559   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    124   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.1 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & SANTA MONICA BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1108   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    942   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    994   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    994   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1799   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1209   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1338   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1338   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1682   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1562   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1660   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1660   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2054   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1962   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2651   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2651   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    166   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    590   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    120   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.1 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .1   .0   .1   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    886   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    757   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1193   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1193   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1426   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1158   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1415   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1415   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2424   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2265   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2078   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2078   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1778   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1613   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1828   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1828   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    129   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    268   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    159   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    165   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .1   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL AND WILSHIRE BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1084   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    881   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    847   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    847   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    696   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    604   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    969   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    969   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1539   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1454   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1678   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1678   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2088   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1998   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1913   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1913   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    203   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL & WILSHIRE BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    719   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    615   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    648   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    648   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    857   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    758   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1193   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1193   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2336   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2216   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2355   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2355   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2542   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2431   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2258   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2258   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    104   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     99   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    120   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    111   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .1   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.8 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.8 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL AND WILSHIRE BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1967   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1843   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    711   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    711   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    901   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    807   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1188   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1188   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1839   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1750   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1932   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1932   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2269   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2158   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3145   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3145   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     89   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    111   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.2 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.3 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.4 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BLVD & WILSHIRE BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    959   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    791   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    826   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    826   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    656   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    561   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    964   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    964   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1977   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1878   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2053   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2053   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2485   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2367   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2234   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2234   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    168   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     99   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    118   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.7 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BEVERLY GLEN BL AND WILSHIRE BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1084   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    881   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    847   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    847   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    696   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    604   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    969   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    969   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1539   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1454   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1678   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1678   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2088   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1998   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1913   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1913   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    203   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1935   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1569   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1767   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1767   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1586   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1259   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1531   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1531   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2217   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1931   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2193   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2193   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1631   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1450   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1878   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1878   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    366   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    327   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    286   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    181   2.2     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.2 *   .0   .8   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .3   .0   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.3 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .1   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

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           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                 JOB:   BUNDY DR AND OLYMPIC BLVD   AMWP
                 RUN: Hour 1           (WORST CASE ANGLE)
           POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1987   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1619   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1808   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1808   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1609   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1270   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1550   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1550   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2244   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1949   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2204   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2204   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1624   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1447   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1902   2.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1902   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    368   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    339   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    295   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    177   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.3 *   .0   .8   .1   .0   .0   .0   .4   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .3   .0   .0
3. SW3      *   85. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.3 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .1   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1830   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1658   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1949   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1949   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1000   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    867   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1384   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1384   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1944   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1655   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1704   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1704   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2217   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1963   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1954   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1954   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    172   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    133   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    289   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    254   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.2 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                JOB:   BUNDY DR AND OLYMPIC BLVD   PMWP
                RUN: Hour 1           (WORST CASE ANGLE)
          POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1859   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1690   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1984   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1984   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1011   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    873   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1390   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1390   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1958   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1664   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1699   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1699   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2231   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1977   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1986   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1986   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    169   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    138   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    294   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    254   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.2 *   .0   .9   .2   .0   .0   .0   .4   .0
2. SE3      *  275. *   2.2 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.1 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .0   .7   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    958   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    734   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    817   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    817   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    786   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    684   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    850   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    850   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1648   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1504   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1364   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1274   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1383   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1383   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    224   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    102   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    144   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     90   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                JOB:   BUNDY DR AND WILSHIRE BLVD   AMWP
                RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)   (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    955   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    745   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    817   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    817   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    851   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    739   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    916   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    916   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1622   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1464   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1645   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1645   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1280   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1199   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1330   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1330   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    210   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    112   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    158   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     81   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND WILSHIRE BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1277   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1047   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1206   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1206   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    644   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    533   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    692   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    692   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1706   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1557   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1756   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1756   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1486   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1324   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1459   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1459   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    230   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    111   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    149   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    162   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                JOB:   BUNDY DR AND WILSHIRE BLVD   PMWP
                RUN: Hour 1           (WORST CASE ANGLE)
          POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1323   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1107   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1216   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1216   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    699   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    562   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    709   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    709   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1614   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1461   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1639   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1639   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1343   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1212   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1415   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1415   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    216   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    153   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK W & SANTA MONICA BL AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    284   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    175   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    583   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    583   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1682   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1437   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1546   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1546   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2727   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2727   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2564   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2564   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    109   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    245   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK W & SANTA MONICA BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    300   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    171   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    575   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    575   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1769   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1545   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1674   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1674   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2756   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2756   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2576   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2576   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    129   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    224   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK W & SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    296   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    361   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    361   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2158   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1966   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2411   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2411   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1816   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1816   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1943   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1943   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    445   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    192   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK W & SANTA MONICA BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    776   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    301   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    355   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    355   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2217   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2032   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2507   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2507   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1866   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1866   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1997   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1997   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    475   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    185   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .1   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1263   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1110   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1200   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1200   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1226   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1158   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1204   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1204   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2616   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2462   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2670   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2670   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1513   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1440   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1544   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1544   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    154   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1305   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1150   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1241   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1241   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1234   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1164   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1212   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1212   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2652   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2495   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2701   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2701   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1518   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1445   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1555   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1555   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    155   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    157   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1503   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1363   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1448   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1448   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1214   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1130   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1254   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1254   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1651   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1486   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1599   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1599   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2069   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1972   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2136   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2136   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     84   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    165   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.9 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1518   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1373   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1440   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1440   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1213   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1125   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1250   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1250   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1690   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1522   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1641   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1641   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2093   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2183   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2183   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    145   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     88   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    168   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     91   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.9 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1195   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    438   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    849   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    849   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1988   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1539   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2296   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2296   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1585   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1623   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1623   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    757   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    449   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .3   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .3   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1256   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    446   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    889   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    889   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1693   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1229   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2039   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2039   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1349   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1349   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1370   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1370   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    810   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    464   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.3 *   .0   .3   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .4   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1273   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    673   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    862   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    862   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1636   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1267   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1867   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1867   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1839   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1839   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2019   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2019   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    600   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    369   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.7 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1312   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    644   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.5     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    871   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    871   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1346   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1003   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1671   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1671   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1579   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1579   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1695   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1695   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    668   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    343   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   E CENTURY PARK AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    910   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    529   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    662   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    662   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1438   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    982   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    647   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    647   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3115   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3115   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3718   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3718   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2088   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2088   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2524   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2524   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    381   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    456   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.4 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   E CENTURY PARK AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    921   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    521   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    641   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    641   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1462   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1000   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    679   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    679   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3247   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3247   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3867   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3867   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2128   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2128   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2571   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2571   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    400   2.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    462   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .1   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.0 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.5 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    820   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    751   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    983   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    983   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    982   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    715   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    980   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    980   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2864   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2864   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2833   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2833   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2918   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2918   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2788   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2788   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     69   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    267   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   E CENTURY PARK AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    837   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    761   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    966   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    966   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    935   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    688   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1004   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1004   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2932   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2932   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2913   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2913   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3001   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3001   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2822   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2822   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     76   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    247   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .1   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.2   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    990   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    918   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1078   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1078   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1534   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1366   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1497   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1497   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1965   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1727   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1794   2.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1794   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    807   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    676   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    927   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    927   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    168   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    238   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)
 II.  LINK VARIABLES

     LINK      *  LINK COORDINATES (M)   *              EF     H     W
  DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
---------------*-------------------------*-------------------------------
A. NF          *    2  -450     2  -150 *  AG   1005   1.5     .0  10.5
B. NA          *    2  -150     2     0 *  AG    934   2.9     .0   9.9
C. ND          *    2     0     2   150 *  AG   1097   2.8     .0   9.9
D. NE          *    2   150     2   450 *  AG   1097   1.5     .0  10.5
E. SF          *   -2   450    -2   150 *  AG   1514   1.5     .0  10.5
F. SA          *   -2   150    -2     0 *  AG   1356   2.9     .0   9.9
G. SD          *   -2     0    -2  -150 *  AG   1529   2.8     .0   9.9
H. SE          *   -2  -150    -2  -450 *  AG   1529   1.5     .0  10.5
I. WF          *  450     2   150     2 *  AG   1959   1.5     .0  10.5
J. WA          *  150     2     0     2 *  AG   1698   2.9     .0   9.9
K. WD          *    0     2  -150     2 *  AG   1747   2.4     .0   9.9
L. WE          * -150     2  -450     2 *  AG   1747   1.5     .0  10.5
M. EF          * -450    -2  -150    -2 *  AG    841   1.5     .0  10.5
N. EA          * -150    -2     0    -2 *  AG    706   2.6     .0   9.9
O. ED          *    0    -2   150    -2 *  AG    946   2.2     .0   9.9
P. EE          *  150    -2   450    -2 *  AG    946   1.5     .0  10.5
Q. NL          *    0     0     2  -150 *  AG     71   2.3     .0   9.9
R. SL          *    0     0    -2   150 *  AG    158   2.3     .0   9.9
S. WL          *    0     0   150     2 *  AG    261   2.3     .0   9.9
T. EL          *    0     0  -150    -2 *  AG    135   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
  RECEPTOR   *    X       Y      Z
-------------*--------------------
1. NE3       *      8       8   1.8
2. SE3       *      8      -8   1.8
3. SW3       *     -8      -8   1.8
4. NW3       *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*-----------------------------------------
1. NE3       *  185. *   1.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3       *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3       *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .1   .0
4. NW3       *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

             *                          CONC/LINK
             *                            (PPM)
  RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-------------------------------------------------------------
1. NE3       *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3       *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
3. SW3       *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3       *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND 3RD ST   WPNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1242   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1151   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1483   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1483   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1444   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1215   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1292   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1292   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1122   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    993   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1006   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1006   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1525   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1275   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1552   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1552   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     91   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    229   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    129   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    250   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND 3RD ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1186   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1502   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1502   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1434   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1211   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1291   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1291   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1113   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    984   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1010   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1010   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1525   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1278   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1552   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1552   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    223   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    129   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    247   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*--------------------------------
A. NF           *     2  -450     2  -150 *  AG    948   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1002   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1002   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1206   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1206   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2670   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2670   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1864   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1826   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2268   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2268   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3412   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   3299   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1490   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1490   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     42   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     38   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    113   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *    6. *   2.0 *   .0   .0   .3   .0   .0   .6   .2   .0
4. NW3      *  175. *   2.4 *   .0   .2   .0   .0   .0   .0  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.4   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    954   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    913   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1065   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1065   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1172   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1172   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    853   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    853   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1959   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1918   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2341   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2341   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1658   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1496   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1484   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1484   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     41   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     41   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    162   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .6   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                 JOB:   FAIRFAX AVE AND OLYMPIC PMNP
                 RUN: Hour 1           (WORST CASE ANGLE)
          POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M               AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    731   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    703   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1208   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1208   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1012   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1012   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1390   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1331   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1629   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1629   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2305   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2114   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2106   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2106   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     28   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     59   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    191   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    739   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    709   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    926   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    926   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1231   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1231   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1009   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1009   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1357   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1304   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1629   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1629   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2327   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2105   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2090   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2090   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     30   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     53   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    222   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1301   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1111   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1111   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1848   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1685   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1625   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1625   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1851   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1735   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2168   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2168   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1038   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    944   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1134   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1134   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    279   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    163   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    116   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1317   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1130   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1130   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1875   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1697   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1629   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1629   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1664   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1553   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1943   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1943   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    801   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    729   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    955   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    955   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    252   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    178   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    111   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     72   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.6 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .2   .0   .0   .9   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1288   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1101   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1567   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1567   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1779   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1516   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1710   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1710   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1238   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1376   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1376   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2493   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2134   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2237   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2237   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    187   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    263   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    359   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.2 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.2 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1437   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1241   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1590   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1590   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1782   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1521   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1716   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1716   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1192   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1093   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1231   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1231   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2107   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1833   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1981   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1981   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    196   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    261   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     99   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    274   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1269   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1269   2.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1260   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1260   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1652   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1652   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1549   1.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1549   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1255   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1252   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1331   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1331   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    105   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG     97   2.5     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    141   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    141   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  184. *   1.3 *   .0   .6   .0   .0   .0   .0   .2   .1
2. SE3      *  355. *   1.2 *   .0   .0   .4   .0   .0   .4   .0   .0
3. SW3      *    4. *   1.4 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.3 *   .0   .3   .0   .0   .0   .1   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1277   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1277   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1261   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1261   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1628   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1628   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1530   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1530   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1241   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1238   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1307   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1307   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    821   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    814   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    869   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    869   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.5 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1402   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1402   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1382   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1382   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1592   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1592   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1520   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1520   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    974   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    973   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1009   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1009   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1248   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1240   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1305   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1305   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.6 *   .0   .7   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES        TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1439   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1439   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1417   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1417   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1593   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1593   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1526   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1526   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    970   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    969   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    991   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    991   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1281   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1274   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1349   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1349   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.4     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    811   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    811   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    862   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    862   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    884   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    814   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    939   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    939   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1844   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1775   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1821   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1821   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1479   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1471   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1396   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1396   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     70   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     69   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.7 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG    822   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    822   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG    884   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG    884   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG    888   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG    811   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    949   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    949   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   1579   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   1499   2.9     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   1520   2.0     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   1520   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   1478   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   1470   2.9     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   1414   2.0     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   1414   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
 R. SL           *     0     0    -2   150 *  AG     77   2.5     .0   9.9
 S. WL           *     0     0   150     2 *  AG     80   2.0     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG      8   2.0     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X       Y      Z
 ------------*--------------------
 1. NE3      *      8       8   1.8
 2. SE3      *      8      -8   1.8
 3. SW3      *     -8      -8   1.8
 4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
 2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .1   .0
 3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
 4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .2   .0   .0

             *                          CONC/LINK
             *                            (PPM)
  RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-------------------------------------------------------------
 1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
 2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
 3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
 4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*--------------------------------
A. NF           *     2  -450     2  -150 *  AG    793   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    793   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1029   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1029   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    979   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    903   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    920   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    920   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1479   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1385   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1378   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1378   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1993   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1817   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1917   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1917   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     94   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.5 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    817   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    817   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1062   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1062   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    983   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    911   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    934   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    934   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1501   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1403   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1393   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1393   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2018   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1834   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1930   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1930   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     72   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     98   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    184   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1651   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1512   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1628   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1628   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1964   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1832   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1800   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1800   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1761   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1665   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1920   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1920   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1443   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1381   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1471   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1471   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     96   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     62   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.0 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   LA BREA AVE AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1668   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1516   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1635   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1635   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1983   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1866   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1831   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1831   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1768   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1675   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1960   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1960   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1465   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1397   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1458   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1458   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    152   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     93   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     68   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1818   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1745   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1975   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1975   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2049   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1926   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1952   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1952   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1422   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1336   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1425   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1425   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1857   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1937   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1937   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    123   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     86   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.3 *   .0   .0   .4   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1815   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1743   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1967   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1967   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2060   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1923   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1930   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1930   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1434   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1352   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1445   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1445   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1999   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1862   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1966   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1966   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    137   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    137   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   2.2 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.3 *   .0   .0   .4   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1581   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1427   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1525   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1525   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1896   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1768   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1835   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1835   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1656   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1949   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1949   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1299   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1312   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1312   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    154   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    128   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    189   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   1.9 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1566   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1421   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1544   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1544   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1868   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1768   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1858   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1858   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1668   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1483   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1754   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1754   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1158   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1029   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1104   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1104   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    145   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    100   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    185   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    129   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1791   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1670   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1938   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1938   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1683   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1565   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1777   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1777   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1454   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1236   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1391   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1391   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1825   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1554   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1647   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1647   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    118   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    218   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    271   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  355. *   2.1 *   .0   .1   .9   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1742   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1637   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1963   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1963   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1664   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1571   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1812   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1812   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1323   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1105   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1224   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1224   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1626   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1332   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1356   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1356   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    218   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    294   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.9 *   .0   .8   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   2.0 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    709   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    617   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    389   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    389   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    385   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    314   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    538   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    538   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2478   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2296   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2383   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2383   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2557   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2545   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2819   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2819   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    182   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.8 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    724   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    632   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    396   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    396   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    386   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    312   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    536   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    536   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2538   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2354   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2439   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2439   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2591   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2579   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2868   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2868   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     92   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     74   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    184   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    671   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    568   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    491   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    491   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    525   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    449   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    874   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    874   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3477   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3124   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3218   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3218   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2170   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2133   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2260   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2260   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    103   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    353   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     37   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.5   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    672   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    575   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    510   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    510   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    546   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    467   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    907   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    907   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3514   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3147   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3232   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3232   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2214   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2174   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2297   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2297   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    367   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     40   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   2.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.5   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE & SANTA MONICA BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    449   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    277   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    125   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    125   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    313   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    313   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2317   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2004   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2051   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2051   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1997   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1997   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2274   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2274   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    172   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    313   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   OVERLAND AVE AND SANTA MONICA BL AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG    455   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    285   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG    126   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG    126   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    314   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    314   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   2347   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   2033   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   2077   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   2077   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   2024   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   2024   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   2309   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   2309   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG    170   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG    314   2.0     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X       Y      Z
 ------------*--------------------
 1. NE3      *      8       8   1.8
 2. SE3      *      8      -8   1.8
 3. SW3      *     -8      -8   1.8
 4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
 3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
 4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
  RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
 ------------*-------------------------------------------------------------
 1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .0   .0
 2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
 3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
 4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE & SANTA MONICA BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    452   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    231   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    477   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    477   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2487   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2010   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2157   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2157   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1882   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2113   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2113   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    221   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    477   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   OVERLAND AVE & SANTA MONICA BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    471   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    248   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG     72   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG     72   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    498   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    498   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2489   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1991   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2142   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2142   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1876   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1876   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2124   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2124   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    223   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    498   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   S BEVERLY GLEN BLVD & SUNSET BLVD AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    481   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    362   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    169   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     90   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    693   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    693   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2461   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1963   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1992   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1992   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1081   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1071   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1328   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1328   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    119   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    498   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   S BEVERLY GLEN BL AND SUNSET BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    460   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    350   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    170   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     88   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    693   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    693   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2495   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1993   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2009   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2009   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1116   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1106   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1360   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1360   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    110   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    502   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   S BEVERLY GLEN BLVD & SUNSET BLVD PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    772   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    624   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    148   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    148   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     77   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    475   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    475   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1690   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1375   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1482   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1482   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1747   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1740   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2284   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2284   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    148   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    315   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   S BEVERLY GLEN BL AND SUNSET BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    782   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    635   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    148   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    148   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     76   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    473   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    473   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1723   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1406   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1511   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1511   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1768   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1761   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2321   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2321   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    147   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    317   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1384   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1199   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1844   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1844   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    993   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    993   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1134   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1134   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2527   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2527   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2074   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2074   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1516   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1516   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1368   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1368   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    185   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.0 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1472   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1252   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1830   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1830   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1061   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1061   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1177   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1177   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2498   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2498   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2149   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2149   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1520   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1520   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1395   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1395   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    220   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.0 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .3   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    980   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    785   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1087   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1087   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1206   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1206   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1515   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1515   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1415   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1415   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2081   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2081   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1767   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1767   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    195   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.8 *   .0   .2   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SAN VICENTE BLVD AND OLYMPIC BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    971   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    804   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1161   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1161   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1260   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1515   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1515   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1552   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1552   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1370   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1370   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2073   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2073   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1810   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1810   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    167   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.8 *   .0   .2   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1442   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1272   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1286   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1286   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    753   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    682   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    689   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    689   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2454   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2362   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2546   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2546   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2101   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2025   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2229   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2229   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    170   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1439   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1295   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1349   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1349   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    636   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    544   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    661   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    661   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2501   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2419   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2414   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2414   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2152   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2070   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2304   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2304   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    144   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1488   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1387   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1617   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1617   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    890   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1111   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1111   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3127   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2918   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2971   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2971   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2153   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1994   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2042   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2042   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     83   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    209   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    159   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.2 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1499   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1402   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1634   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1634   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    978   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    888   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1098   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1098   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3131   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2922   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2961   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2961   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2157   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2072   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2072   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    209   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    155   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.2 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.4 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1796   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1506   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1480   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1480   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    759   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    677   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    791   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    791   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1654   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1505   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1819   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1819   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1911   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2119   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2119   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    290   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    149   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     89   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1852   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1559   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1505   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1505   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    751   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    663   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    775   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    775   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1659   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1509   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1821   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1821   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1999   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1916   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2160   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2160   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    293   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     88   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    150   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1564   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1324   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1353   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1353   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1233   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1159   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1533   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1533   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2148   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1883   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2067   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2067   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1771   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1694   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1763   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1763   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    240   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     74   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    265   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     77   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.0 *   .0   .7   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND PICO BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG   1569   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG   1326   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG   1368   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG   1368   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG   1217   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG   1147   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG   1528   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG   1528   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   2163   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   1898   2.9     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   2084   2.1     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   2084   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   1766   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   1686   2.9     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   1735   2.1     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   1735   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG    243   2.4     .0   9.9
 R. SL           *     0     0    -2   150 *  AG     70   2.4     .0   9.9
 S. WL           *     0     0   150     2 *  AG    265   2.1     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG     80   2.1     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X       Y      Z
 ------------*--------------------
 1. NE3      *      8       8   1.8
 2. SE3      *      8      -8   1.8
 3. SW3      *     -8      -8   1.8
 4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *  185. *   2.0 *   .0   .7   .1   .0   .0   .0   .4   .0
 2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
 3. SW3      *   84. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
 4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .0   .8   .0

             *                          CONC/LINK
             *                            (PPM)
   RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
 ------------*-------------------------------------------------------------
 1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
 2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
 3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
 4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD & SANTA MONICA BLV AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1074   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    935   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    995   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    995   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    681   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    512   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    935   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    935   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1746   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1565   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1649   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1649   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1946   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2000   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2000   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    169   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    181   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    132   2.0     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BL AND SANTA MONICA BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1137   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    992   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1081   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1081   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    736   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    559   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    971   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    971   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1734   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1563   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1657   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1657   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2076   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1928   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1974   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1974   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    145   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    177   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    171   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    148   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD & SANTA MONICA BLV PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1302   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1094   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1120   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1120   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    944   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    811   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1173   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1173   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1611   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1387   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1625   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1625   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1741   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1582   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1680   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1680   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    208   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    133   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    224   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    159   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BL AND SANTA MONICA BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1316   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1131   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1188   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1188   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    983   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    835   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1177   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1177   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1626   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1399   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1596   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1596   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1727   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1559   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1691   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1691   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    185   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    148   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    227   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    168   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .6   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1491   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1438   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1505   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1505   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1662   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1558   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1652   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1652   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1236   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1116   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1235   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1235   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1406   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1319   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1403   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1403   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     53   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    120   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     87   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.8 *   .0   .4   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 6TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1539   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1486   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1541   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1541   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1619   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1485   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1257   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1157   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1293   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1293   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1348   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1268   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1433   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1433   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     53   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    134   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    100   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     80   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1887   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1812   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1888   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1888   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1399   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1251   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2412   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2412   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1615   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1477   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1477   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1477   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1316   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1255   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    440   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    440   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    148   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    138   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     61   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   1.9 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   1.9 *   .0   .0   .4   .0   .0   .7   .2   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1866   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1786   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1870   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1870   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1388   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1224   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2306   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2306   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1567   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1461   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1492   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1492   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1314   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1243   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    467   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    467   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     80   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    164   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   1.9 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   1.8 *   .0   .0   .4   .0   .0   .7   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1646   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1515   2.8     .0   9.9
C. ND           *     2     0     2   150 *  AG   1543   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1543   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1398   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1348   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1346   1.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1346   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    683   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    683   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    821   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    821   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    872   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    872   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    131   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     50   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.5 *   .0   .8   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.4 *   .0   .1   .5   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.5 *   .0   .0   .2   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.4 *   .0   .4   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 8TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1658   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1538   2.8     .0   9.9
C. ND           *     2     0     2   150 *  AG   1581   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1581   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1369   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1331   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1357   1.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1357   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    706   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    706   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG    816   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    816   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    907   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    907   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    886   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    886   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     38   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.5 *   .0   .8   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.4 *   .0   .1   .5   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.5 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.4 *   .0   .4   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND 8TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1624   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1537   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1601   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1601   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1577   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1516   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1513   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1513   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1395   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1395   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1504   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1504   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1009   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1009   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    987   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    987   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     61   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND 8TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1614   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1537   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1622   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1622   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1578   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1512   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1499   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1499   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1448   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1448   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1529   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1529   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1025   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1025   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1015   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1015   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     77   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     66   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    480   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    434   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    460   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    460   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    315   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    234   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    253   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    253   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2316   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2283   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2324   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2324   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2066   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2032   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2140   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2140   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     46   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     33   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     34   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    539   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    483   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    495   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    495   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    327   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    242   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    258   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    258   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2360   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2328   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2384   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2384   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2138   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2106   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2227   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2227   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     56   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     85   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     32   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     32   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VETERAN AVE AND OLYMPIC BLVD  PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG    266   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    244   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG    368   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG    368   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG    545   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG    451   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    471   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    471   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   3016   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   2938   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   2973   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   2973   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   1906   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   1821   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   1921   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   1921   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG     22   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG     94   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG     85   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

              *    COORDINATES (M)
   RECEPTOR   *    X       Y      Z
 -------------*--------------------
 1. NE3       *      8       8   1.8
 2. SE3       *      8      -8   1.8
 3. SW3       *     -8      -8   1.8
 4. NW3       *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

              *       * PRED  *                CONC/LINK
              *  BRG  * CONC  *                  (PPM)
   RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
 -------------*-------*-------*---------------------------------------
 1. NE3       *   95. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3       *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
 3. SW3       *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
 4. NW3       *   95. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0

              *                          CONC/LINK
              *                            (PPM)
   RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
 -------------*-------------------------------------------------------------
 1. NE3       *   .0  1.4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
 2. SE3       *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
 3. SW3       *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
 4. NW3       *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    269   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    247   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    382   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    382   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    553   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    454   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    457   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    457   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3012   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2942   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2983   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2983   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1934   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1842   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1946   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1946   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     22   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     99   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                 JOB:   VETERAN AVE AND SUNSET BLVD   AMNP
                 RUN: Hour 1           (WORST CASE ANGLE)
           POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

           U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
         BRG= WORST CASE            VD=   .0 CM/S
        CLAS=     7 (G)             VS=   .0 CM/S
        MIXH= 1000. M              AMB=   .0 PPM
       SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

        LINK      *  LINK COORDINATES (M)   *              EF     H     W
     DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG    588   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    491   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG      0   2.6     .0   9.9
 D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    732   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    732   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   1650   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   1227   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   1324   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   1324   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   2309   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   2309   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   2491   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   2491   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG     97   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG    423   2.0     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X       Y      Z
 ------------*--------------------
 1. NE3      *      8       8   1.8
 2. SE3      *      8      -8   1.8
 3. SW3      *     -8      -8   1.8
 4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3      *  275. *   1.7 *   .0   .1   .0   .0   .0   .0   .1   .0
 3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .2   .0
 4. NW3      *   95. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
   RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-------------------------------------------------------------
 1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
 2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
 3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
 4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    566   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    480   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    686   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    686   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1707   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1292   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1378   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1378   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2353   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2353   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2562   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2562   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     86   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    415   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SUNSET BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    948   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    460   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    434   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    434   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2204   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1925   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2413   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2413   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1364   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1364   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1669   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1669   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    488   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    279   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VETERAN AVE AND SUNSET BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*--------------------------------
A. NF           *     2  -450     2  -150 *  AG    941   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    483   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    427   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    427   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2214   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1930   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2388   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2388   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1372   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1372   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1712   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1712   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    458   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    284   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*-------------------------------
 A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG   1103   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG   1103   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG    254   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG    103   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG      0   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   2299   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   2299   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   2209   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   2209   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   3795   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   2885   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   3036   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   3036   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG    151   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG    910   2.4     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X       Y      Z
 ------------*--------------------
 1. NE3      *      8       8   1.8
 2. SE3      *      8      -8   1.8
 3. SW3      *     -8      -8   1.8
 4. NW3      *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .0   .0   .0
 2. SE3      *  275. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
 3. SW3      *  275. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0
 4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
   RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-------------------------------------------------------------
 1. NE3      *   .0   .2   .6   .0   .0   .6   .0   .0   .0   .0   .0   .3
 2. SE3      *   .0   .0   .3   .0   .0  1.2   .1   .0   .0   .0   .0   .3
 3. SW3      *   .0   .0   .3   .1   .1  1.4   .0   .0   .0   .0   .0   .3
 4. NW3      *   .0  1.0   .0   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   W CENTURY PARK AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1098   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1098   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    250   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    107   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2379   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2379   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2303   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2303   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3800   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2885   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3028   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3028   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    143   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    915   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .6   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .3   .0   .0  1.2   .1   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .3   .1   .1  1.4   .0   .0   .0   .0   .0   .3
4. NW3      *   .0  1.0   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    273   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    273   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    859   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    688   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2393   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2393   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3014   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3014   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2189   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1983   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2154   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2154   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    171   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    206   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .1   .0  1.0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   W CENTURY PARK AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    295   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    295   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    869   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    696   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2442   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2442   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3064   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3064   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2201   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1980   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2153   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2153   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    173   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    221   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .1   .0  1.0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1199   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1097   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1157   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1157   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1456   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1347   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1382   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1382   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1325   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1212   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1396   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1396   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1347   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1251   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1392   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1392   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    102   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    109   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     96   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1222   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1113   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1164   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1164   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1474   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1370   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1425   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1425   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1366   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1243   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1430   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1430   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1360   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1267   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1403   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1403   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    109   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    123   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     93   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 3RD ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1340   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1232   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1388   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1388   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1400   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1306   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1404   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1404   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1367   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1295   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1405   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1405   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1421   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1250   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1331   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1331   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     94   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    171   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1355   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1248   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1400   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1400   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1415   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1322   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1430   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1430   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1380   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1304   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1408   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1408   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1428   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1260   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1340   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1340   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    107   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     76   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    168   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 6TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1070   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1070   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1074   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1074   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1366   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1366   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1304   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1304   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1104   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1104   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1170   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1170   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1095   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1095   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1087   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1087   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.5 *   .0   .0   .2   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 6TH ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1106   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1106   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1106   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1106   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1416   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1416   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1351   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1351   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1138   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1138   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1210   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1210   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1102   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1102   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1095   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1095   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.5 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.5 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.6 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.5 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 6TH ST   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1345   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1345   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1394   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1394   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1411   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1394   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1394   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1366   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1366   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1331   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1331   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1225   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1225   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1228   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1228   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .7   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND 6TH ST   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M               AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1380   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1380   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1414   2.5     .0   9.9
D. NE           *     2   150     2   450 *  AG   1414   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1443   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1443   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1407   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1407   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1413   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1413   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1391   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1391   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1229   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1229   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1253   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1253   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1265   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1190   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1266   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1266   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    830   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    681   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    717   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    717   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2416   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2324   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2338   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2338   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2230   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2171   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2420   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2420   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    149   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     59   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1225   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1158   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1303   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1303   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    855   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    699   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    707   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    707   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2478   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2396   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2395   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2395   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2297   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2222   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2450   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2450   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     67   2.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    156   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1142   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1058   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1266   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1266   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1674   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1412   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1507   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1507   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3192   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3095   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3096   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3096   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1966   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1883   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2105   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2105   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     84   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    262   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     97   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     83   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.6 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1084   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1304   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1304   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1692   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1406   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1484   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1484   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3201   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3108   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3097   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3097   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1973   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1889   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2145   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2145   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     80   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    286   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     93   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     84   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   2.4 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *   84. *   2.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.7 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                        CONC/LINK
            *                          (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1245   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1115   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1335   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1335   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    727   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    576   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    621   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    621   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1888   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1807   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1822   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1822   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1902   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1705   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1984   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1984   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    130   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    151   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     81   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    197   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1186   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1053   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1283   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1283   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    734   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    588   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    626   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    626   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1910   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1832   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1866   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1866   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1932   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1728   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1987   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1987   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    146   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    204   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    938   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    770   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1176   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1176   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1299   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1123   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1499   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1499   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2492   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2132   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2149   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2149   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1809   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1602   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1714   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1714   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    168   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    176   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    360   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    207   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG    953   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    777   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1199   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1199   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1307   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1132   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1470   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1470   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2504   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2168   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2209   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2209   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1815   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1595   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1701   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1701   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    176   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    175   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    336   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    220   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.8 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD & SANTA MONICA BL AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1384   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1244   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1511   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1511   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    948   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    745   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1066   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1066   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2034   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1727   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1763   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1763   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2239   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2093   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2265   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2265   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    203   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    307   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    146   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BL AND SANTA MONICA BL AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1368   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1241   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1558   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1558   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    965   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    762   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1086   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1086   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2060   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1751   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1755   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1755   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2292   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2125   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2286   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2286   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    127   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    203   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    309   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    167   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.8 *   .0   .0   .3   .0   .0   .1   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD & SANTA MONICA BL PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1411   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1285   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1719   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1719   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1586   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1369   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1738   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1738   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1990   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1656   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1596   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1596   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2286   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2021   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2220   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2220   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    126   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    217   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    334   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    265   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.0 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.1 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   2.1 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BL AND SANTA MONICA BL PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M               AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1439   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1311   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1738   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1738   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1599   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1382   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1748   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1748   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1972   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1641   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1585   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1585   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2271   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2008   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2210   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2210   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    128   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    217   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    331   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    263   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .7   .1   .0   .0   .0   .4   .0
2. SE3      *  355. *   2.2 *   .0   .0   .9   .0   .0   .3   .0   .0
3. SW3      *   84. *   2.2 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .1   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1144   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1008   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1126   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1126   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1383   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1245   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1182   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1182   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1762   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1685   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1896   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1896   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1948   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1872   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2033   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2033   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    138   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1126   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    993   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1111   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1111   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1405   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1263   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1197   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1197   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1776   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1699   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1909   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1909   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1964   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1889   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2054   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2054   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    133   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    142   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   2.1     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*---------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1182   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1046   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1230   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1230   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1507   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1324   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1384   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1384   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1765   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1629   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1732   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1732   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1979   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1849   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2087   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2087   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    183   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    136   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    130   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*-------------------------------
A. NF           *     2  -450     2  -150 *  AG   1212   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1069   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1256   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1256   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1532   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1345   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1386   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1386   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1777   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1649   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1772   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1772   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2000   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1865   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2107   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2107   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    143   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    187   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    128   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    135   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X       Y      Z
------------*--------------------
1. NE3      *      8       8   1.8
2. SE3      *      8      -8   1.8
3. SW3      *     -8      -8   1.8
4. NW3      *     -8       8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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             CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION
                  PAGE   1

              JOB:   VETERAN AVE. AND SANTA MONICA BL. AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    503   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    428   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    541   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    541   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    368   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    262   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    315   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    315   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1760   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1699   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1774   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1774   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2079   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.7 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE. AND SANTA MONICA BL. AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    514   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    442   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    565   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    565   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    381   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    268   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    317   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    317   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1811   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1749   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1816   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1816   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2067   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1988   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2075   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2075   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     72   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    113   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     62   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     79   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE. AND SANTA MONICA BL. PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    335   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    470   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    470   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    679   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    578   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    637   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    637   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1937   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1870   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1961   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1961   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2025   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1963   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1963   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     67   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE. AND SANTA MONICA BL. PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    424   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    364   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    493   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    493   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    653   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    561   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    641   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    641   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2003   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1928   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2016   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2016   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2043   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1902   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1973   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1973   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     60   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     92   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    141   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE. AND SANTA MONICA BL. AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    424   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    262   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    124   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    124   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    293   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    293   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2267   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1974   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2012   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2012   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2007   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2007   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2269   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    162   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    293   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  1.9   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE. AND SANTA MONICA BL. AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    479   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    304   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    124   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    124   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    298   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    298   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2317   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2019   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2070   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2070   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2002   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2306   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2306   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    175   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    298   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   2.9 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .2   .0
2. SE3      *   .0   .0   .5   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.2   .0   .0   .0   .2   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE. AND SANTA MONICA BL. PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    407   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    200   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    457   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    457   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2458   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2001   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2134   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2134   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1888   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1888   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2088   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2088   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    207   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    457   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.8 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE. AND SANTA MONICA BL. PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    439   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    223   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     74   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG     74   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    488   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    488   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2508   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2020   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2162   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2162   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1872   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1872   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2095   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2095   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    216   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    488   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   3.0 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .0   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.0 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.9 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .1  2.0   .0   .0   .0   .0   .5   .2   .0   .0   .3   .0
2. SE3      *   .0   .0   .5   .2   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .3  1.1   .0   .0   .0   .3   .0
4. NW3      *   .1  1.7   .2   .0   .0   .0   .5   .2   .0   .0   .3   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: AVE OF THE STARS AND SANTA MONICA AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    649   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    403   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      6   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG      6   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1211   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1211   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1943   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1455   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1701   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1701   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2514   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2508   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2188   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2188   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    246   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    488   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      6   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.5 *   .0   .5   .0   .0   .0   .0   .6   .1
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.3 *   .0   .1   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   2.9 *   .0   .2   .0   .0   .0   .0  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .2   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .4  1.1   .0   .0   .0   .3   .0
4. NW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: AVE OF THE STARS AND SANTA MONICA AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    653   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    395   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      6   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG      6   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1239   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1239   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2030   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1532   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1790   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1790   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2515   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2509   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2163   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2163   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    258   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    498   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      6   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.5 *   .0   .5   .0   .0   .0   .0   .6   .1
2. SE3      *  275. *   3.5 *   .0   .2   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.3 *   .0   .1   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.0 *   .0   .2   .0   .0   .0   .0  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .2   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .1  2.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .4  1.1   .0   .0   .0   .3   .0
4. NW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .2   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: AVE OF THE STARS AND SANTA MONICA PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1362   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    676   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     12   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG     12   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    661   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    661   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1764   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1430   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2116   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2116   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1935   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1923   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2272   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2272   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    686   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    334   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.8 *   .0   .8   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   3.3 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   3.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  174. *   2.8 *   .0   .4   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.7   .2   .0   .2   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .3  1.2   .1   .2   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .6   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: AVE OF THE STARS AND SANTA MONICA PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1401   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    680   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG     12   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG     12   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    681   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    681   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1812   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1474   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2195   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2195   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1977   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1965   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2302   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2302   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    721   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    338   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     12   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.9 *   .0   .8   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   3.4 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   3.2 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  174. *   2.9 *   .0   .4   .0   .0   .0   .0   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.7   .2   .0   .3   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .3  1.2   .1   .2   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .6   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR. AND OLYMPIC BLVD. AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1943   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1570   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1751   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1751   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1547   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1228   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2185   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1904   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2178   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2178   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1599   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1424   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1849   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1849   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    373   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    319   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    281   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    175   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.1 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BUNDY DR. AND OLYMPIC BLVD.  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1944   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1570   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1745   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1745   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1568   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1234   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1452   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1452   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2169   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1933   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2209   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2209   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1632   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1458   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1907   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1907   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    374   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    334   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    236   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    174   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   4.2 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR. AND OLYMPIC BLVD. PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1792   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1613   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1884   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1884   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    966   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    840   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1338   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1338   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1904   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1630   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2181   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1933   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1915   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1915   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    274   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    248   3.8     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.6   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.1 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR. AND OLYMPIC BLVD. PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1819   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1640   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1925   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1925   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    851   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1343   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1343   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1873   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1627   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1697   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1697   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2205   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1949   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1905   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1905   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    122   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    246   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    256   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.7   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.2 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BARRINGTON AVE. AND OLYMPIC BL. AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1728   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1203   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1272   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1272   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    987   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    625   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    753   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    753   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1913   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1805   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2152   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2152   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1585   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1528   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2036   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2036   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    525   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    362   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     57   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.6 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.6 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.6   .0   .1   .7   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.5   .0   .2   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .7   .2   .0   .1   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BARRINGTON AVE. AND OLYMPIC BL. AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1739   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1206   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1280   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1280   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    986   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    636   5.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    777   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    777   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1944   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1831   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2184   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2184   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1642   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1582   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2070   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2070   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    533   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    350   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     60   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.7 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.6   .0   .1   .8   .0   .0   .0   .1   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.5   .0   .2   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .7   .2   .0   .1   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE. AND OLYMPIC BL. PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1313   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1134   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1316   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1316   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1668   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1470   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1998   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1998   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1912   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1797   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1772   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1772   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2059   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1995   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1866   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1866   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    198   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    115   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     64   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.1 *   .0   .5   .0   .0   .0   .0   .6   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .8   .0
4. NW3      *  175. *   4.2 *   .1   .6   .0   .0   .0   .2  1.9   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   BARRINGTON AVE. AND OLYMPIC BL. PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1329   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1147   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1325   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1325   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1671   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1467   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1971   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1971   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1906   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1796   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1779   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1779   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2047   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1983   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1878   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1878   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    182   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    204   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    110   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     64   4.0     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.1 *   .0   .5   .0   .0   .0   .0   .6   .0
3. SW3      *   84. *   4.0 *   .0   .3   .0   .0   .0   .0   .8   .0
4. NW3      *  175. *   4.2 *   .1   .6   .0   .0   .0   .2  1.9   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1428   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1274   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1295   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1295   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    696   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    621   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    625   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    625   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2429   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2342   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2488   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2488   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2124   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2049   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2269   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2269   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    154   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.6 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.4 *   .0   .4   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1443   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1285   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1338   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1338   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    734   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    662   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    657   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    657   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2454   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2369   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2530   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2530   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2144   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2058   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2250   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2250   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    158   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     72   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     86   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.8 *   .0   .0   .4   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.2   .0   .0   .0   .0   .0
4. NW3      *   .1  2.0   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1454   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1539   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1539   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    946   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    864   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1084   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1084   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3071   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2863   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2930   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2930   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2091   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1950   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2009   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2009   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     82   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    208   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    141   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .6   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   SEPULVEDA BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1468   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1371   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1582   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1582   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    939   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    853   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1067   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1067   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3075   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2867   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2908   3.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2908   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2093   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1948   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2018   3.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2018   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    208   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    145   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   4.0 *   .0   .0   .6   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .6   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.4 *   .0   .0   .5   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .7   .2   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.1   .0   .0   .0   .1   .0
4. NW3      *   .1  2.4   .3   .0   .0   .0   .5   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK E AND OLYMPIC BLVD  AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    905   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    487   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    566   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    566   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1431   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    966   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    639   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    639   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3025   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3025   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3697   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3697   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2059   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2059   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2518   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2518   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    418   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    465   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.6     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.1 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   4.4 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.9   .1   .2   .8   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .8   .2   .0  1.8   .2   .0   .1   .0   .0   .0
3. SW3      *   .1  1.2   .0   .0   .0   .3  1.3   .0   .1   .0   .0   .0
4. NW3      *   .1  2.5   .3   .0   .0   .0   .6   .2   .0   .2   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK E AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    885   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    499   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    613   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    613   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1459   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    991   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    659   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    659   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   3171   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   3171   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3790   3.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3790   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2078   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2531   3.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2531   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    386   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    468   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.2 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   3.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   4.6 *   .0   .0   .2   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.9   .2   .2   .8   .0   .0   .0   .2   .0   .0
2. SE3      *   .0   .0   .9   .2   .0  1.8   .2   .0   .1   .0   .0   .0
3. SW3      *   .1  1.3   .0   .0   .0   .3  1.3   .0   .1   .0   .0   .0
4. NW3      *   .1  2.6   .3   .0   .0   .0   .6   .2   .0   .2   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK E AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    805   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    738   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    972   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    972   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    922   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    672   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    949   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    949   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2777   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2777   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2734   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2734   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2898   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2898   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2747   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2747   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     67   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    250   5.7     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   4.0 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.0 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.3   .0   .1  1.1   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .4  1.3   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CENTURY PARK E AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    822   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    749   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    958   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    958   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    895   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    659   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    986   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    986   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2881   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2881   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2841   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2841   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2940   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2940   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2753   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2753   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    236   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   4.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.4   .0   .1  1.1   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .1  2.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .4  1.3   .0   .0   .0   .0   .0
4. NW3      *   .1  2.3   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD AND PICO   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1059   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1263   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1263   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    683   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    518   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    575   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    575   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1911   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1823   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1773   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1773   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1819   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1653   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1966   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1966   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    165   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD AND PICO   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1226   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1098   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1323   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1323   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    670   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    527   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    573   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    573   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1921   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1841   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1846   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1846   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1901   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1705   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1976   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1976   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    128   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    143   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    196   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD AND PICO   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    874   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    719   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1105   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1105   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1272   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1082   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1423   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1423   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2431   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2090   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2099   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2099   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1793   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1743   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1743   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    155   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    190   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    341   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    193   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD AND PICO   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    893   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    734   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1143   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1143   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1248   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1078   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1455   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1455   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2487   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2128   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2129   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2129   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1779   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1575   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1680   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1680   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    159   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    170   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    359   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    204   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AND 3RD ST.   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1175   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1081   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1146   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1146   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1374   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1280   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1280   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1316   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1211   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1382   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1382   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1302   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1359   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1359   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    105   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AND 3RD ST.   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1204   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1104   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1165   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1165   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1398   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1292   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1334   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1334   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1340   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1225   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1398   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1398   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1321   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1226   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1366   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1366   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    100   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    115   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AND 3RD ST.   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1186   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1348   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1348   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1365   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1270   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1362   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1362   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1260   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1353   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1353   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1385   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1216   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1300   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1300   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    169   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AND 3RD ST.   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1252   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1148   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1298   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1298   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1382   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1292   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1393   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1393   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1334   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1263   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1372   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1372   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1406   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1241   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1311   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1311   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    104   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     90   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     71   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    165   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AND 6TH ST.   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1250   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1250   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1239   4.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1239   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1550   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1550   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1447   4.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1447   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1206   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1203   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1281   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1281   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    755   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    748   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    794   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    794   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.7 *   .0   .2   .9   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .4   .1   .0  1.6   .2   .0
4. NW3      *  175. *   2.9 *   .1   .6   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AND 6TH ST.   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1250   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1250   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1239   4.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1239   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1550   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1550   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1447   4.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1447   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1206   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1203   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1281   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1281   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    755   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    748   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    794   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    794   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.7 *   .0   .2   .9   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .4   .1   .0  1.6   .2   .0
4. NW3      *  175. *   2.9 *   .1   .6   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AND 6TH ST.   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1391   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1391   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1382   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1382   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    247   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    247   4.4     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    170   3.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    170   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    921   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    920   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG    958   4.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    958   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1215   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1264   4.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1264   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.3 *   .0   .0   .5   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.6 *   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.3 *   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.2 *   .0   .0   .4   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0  1.3   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AND 6TH ST.   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

 I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1331   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1331   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1308   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1308   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1555   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1555   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1476   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1476   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    921   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    920   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    948   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    948   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1228   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1222   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1303   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1303   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      6   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.4   .1   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.0 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.0 *   .1   .7   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1293   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1771   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1612   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1578   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1578   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1723   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2124   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2124   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1014   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    926   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1118   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1118   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    271   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     88   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  276. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.6 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.9   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .9   .1   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1293   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1039   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1118   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1118   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1843   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1679   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1591   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1591   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1621   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1520   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1927   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1927   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    792   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    713   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    913   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    913   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    254   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    164   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    101   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     79   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.0 *   .0   .2   .9   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.5 *   .0   .0   .4   .1   .0  1.7   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .5   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1512   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1512   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1770   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1687   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1687   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1253   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1169   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1329   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1329   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2443   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2090   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2191   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2191   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    188   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    260   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    353   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.2 *   .0   .4   .0   .0   .0   .0   .5   .0
3. SW3      *    5. *   4.1 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .1  2.0   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1393   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1202   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1526   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1526   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1753   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1732   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1732   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1135   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1032   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1164   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1164   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2073   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1814   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1932   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1932   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    191   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    243   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    103   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    259   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.9 *   .0   .0   .6   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.7 *   .1   .6   .0   .0   .0   .2  1.5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .9   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .0  1.8   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1037   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1037   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1061   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1061   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1411   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1320   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1320   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1048   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    942   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1130   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1130   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1373   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1291   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1358   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1358   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     82   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.5   .2   .0
4. NW3      *  175. *   3.0 *   .0   .5   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1037   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1037   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1050   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1050   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1411   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1411   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1299   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1299   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    996   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    899   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1097   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1097   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1347   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1270   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1345   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1345   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     97   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     77   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .0   .0  1.5   .2   .0
4. NW3      *  175. *   2.9 *   .0   .5   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.1   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1300   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1300   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1377   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1377   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1200   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1200   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1246   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1246   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1382   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1268   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1309   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1309   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1164   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1059   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1114   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1114   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    114   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    105   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.1 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   85. *   3.0 *   .0   .4   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   ALVARADO ST AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1274   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1274   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1370   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1370   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1195   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1195   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1234   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1234   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1347   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1237   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1271   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1271   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1143   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1034   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1084   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1084   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    110   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    109   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.0 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.0 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.1 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    997   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    997   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1166   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1166   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1287   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1211   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1196   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1196   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1766   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1766   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    945   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    869   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.0 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1026   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1026   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1228   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1228   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1325   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1237   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1221   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1221   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1876   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1876   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1822   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1822   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    985   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    905   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    941   3.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    941   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     88   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     80   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.4 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    906   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1036   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1036   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1278   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1216   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1238   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1238   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1008   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1008   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    949   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    949   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1208   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1177   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1177   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     30   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   2.7 *   .0   .1  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .0   .0  1.3   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    984   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    984   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1184   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1184   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1293   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1220   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1243   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1243   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1010   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1010   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    874   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    874   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1193   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1159   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1179   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1179   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     73   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     34   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0  1.1   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   2.9 *   .0   .1  1.1   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .1   .0  1.3   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    951   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    912   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1018   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1018   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1128   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1128   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    841   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    841   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1940   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1896   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2282   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2282   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1559   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1438   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1437   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1437   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     39   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    943   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    897   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1038   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1038   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1171   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1171   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    845   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    845   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1894   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1855   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2290   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2290   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1606   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1453   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1441   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1441   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     46   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     39   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    153   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.1 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    717   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1213   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1213   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    999   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    999   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1313   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1259   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1557   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1557   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2243   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2067   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2067   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2067   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     54   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    716   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    956   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    956   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1233   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1233   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    997   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    997   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1321   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1271   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1595   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1595   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2386   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2145   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2133   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2133   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     25   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     50   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    241   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.6 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.3 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1  1.0   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    816   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    816   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    870   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    870   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    842   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    779   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    928   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    928   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1814   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1739   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1769   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1769   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1409   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1401   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1314   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1314   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     63   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    821   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    821   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    880   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    880   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    877   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    804   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    930   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    930   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1880   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1804   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1834   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1834   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1404   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1396   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1338   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1338   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     73   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     76   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.8 *   .0   .0   .4   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.8 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.7 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.1 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.1   .0   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.4   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    798   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    798   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1049   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1049   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    973   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    905   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    920   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    920   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1407   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1316   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1312   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1312   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1975   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1783   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1872   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1872   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    192   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   2.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    795   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    795   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1045   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1045   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    972   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    893   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    906   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    906   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1456   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1365   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1352   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1352   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1998   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1815   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1918   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1918   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     91   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    183   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.9 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.9 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .1
3. SW3      *   .1   .6   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.4   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1260   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1109   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1199   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1199   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1112   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1048   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1093   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1093   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2582   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2436   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2631   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2631   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1463   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1392   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1494   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1494   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    151   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     64   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     71   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.7 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   4.1 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.5   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .1  2.2   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1286   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1133   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1227   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1227   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1166   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1098   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1132   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1132   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2650   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2504   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2708   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2708   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1468   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1395   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1503   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1503   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    153   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     68   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    146   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.4 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.2 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4  1.6   .0   .0   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .1  1.1   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .1  2.3   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1330   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1416   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1416   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1154   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1073   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1187   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1187   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1583   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1429   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1539   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1539   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2042   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1945   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2103   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2103   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     81   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    154   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.6 *   .0  1.4   .2   .0   .0   .0   .6   .1
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .7   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1428   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1290   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1366   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1366   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1169   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1084   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1194   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1194   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1635   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1480   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1598   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1598   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2053   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1961   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2127   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2127   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    138   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG     85   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    155   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     92   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .6   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.9 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .1   .0
4. NW3      *   .0  1.5   .2   .0   .0   .0   .6   .2   .0   .0   .1   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1118   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    984   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1291   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1159   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1096   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1096   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1720   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1648   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1853   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1853   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1879   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    134   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1140   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1001   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1106   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1106   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1337   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1202   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1139   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1139   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1723   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1650   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1863   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1863   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1886   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1816   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1978   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1978   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    135   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     73   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     70   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1137   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1203   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1203   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1479   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1288   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1344   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1344   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1675   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1545   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1623   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1623   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1930   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1803   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2051   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    191   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1139   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1011   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1189   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1189   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1496   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1305   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1357   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1357   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1704   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1574   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1670   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1670   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1956   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1831   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2079   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    128   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    191   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    125   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.8 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    503   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    428   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    541   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    541   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    368   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    262   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    315   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    315   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1760   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1699   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1774   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1774   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2002   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2079   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   5.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    106   5.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     61   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   2.7 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    553   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    482   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    616   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    616   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    371   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    255   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    300   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    300   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1784   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1725   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1782   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1782   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2085   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2001   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2095   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2095   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     71   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    116   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     59   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     84   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   2.6 *   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .9   .0   .1   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .7   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.5   .1   .0   .0   .0   .5   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    390   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    335   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    470   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    470   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    679   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    578   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    637   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    637   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1937   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1870   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1961   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1961   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2025   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1882   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1963   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1963   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   5.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   5.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     67   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    143   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VETERAN AVE AND SANTA MONICA BLVD PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    414   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    357   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    485   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG    485   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    680   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    589   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    680   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    680   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1964   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1884   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1967   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1967   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2017   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1878   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1943   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1943   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     57   5.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     91   5.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     80   3.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    139   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   2.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.0 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.0 *   .0   .0   .1   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .1   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1943   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1570   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1751   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1751   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1547   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1228   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1496   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1496   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2185   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1904   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2178   4.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2178   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1599   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1424   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1849   4.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1849   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    373   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    319   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    281   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    175   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.3 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  355. *   4.1 *   .0   .2  1.6   .0   .1   .6   .0   .0
3. SW3      *   84. *   4.2 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   4.3 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .8   .0   .0   .0   .0   .5   .0   .3   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .6   .0   .0   .2   .0   .0
3. SW3      *   .1   .9   .0   .0   .0   .2  1.5   .0   .1   .0   .2   .0
4. NW3      *   .0  1.9   .3   .0   .0   .0   .7   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    750   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    369   5.0     .0   9.9
C. ND           *     2     0     2   150 *  AG    535   3.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    535   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1573   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1244   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1505   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1505   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2172   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1894   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2184   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2184   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1614   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1442   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1885   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1885   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    381   5.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG    329   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    278   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    172   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.3 *   .0   .0   .1   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .1   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .1   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.7 *   .0   .0   .0   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.5   .2   .0   .1   .0   .0   .1
3. SW3      *   .1   .9   .0   .0   .0   .2  1.2   .0   .1   .0   .2   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .6   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1792   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1613   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1884   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1884   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    966   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    840   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1338   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1338   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1904   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1630   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1706   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1706   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2181   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1933   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1915   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1915   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    179   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    126   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    274   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    248   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.6   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.1 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.9 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.8 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   BUNDY DR AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1829   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1659   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1951   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1951   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    979   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    848   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1335   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1335   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1894   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1618   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1667   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1667   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2138   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1886   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1887   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1887   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    170   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    131   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    276   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    252   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   4.1 *   .0  1.7   .3   .0   .0   .0   .7   .1
2. SE3      *  275. *   4.1 *   .0   .7   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .5   .0   .0   .0   .0   .5   .0
4. NW3      *  175. *   3.7 *   .1   .8   .0   .0   .0   .1  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .4   .0   .1   .0   .0   .0
2. SE3      *   .0   .0   .5   .1   .0  1.9   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .6   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND PICO BLVD   AMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1164   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1059   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1263   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1263   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    683   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    518   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    575   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    575   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1911   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1823   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1773   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1773   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1819   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1653   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1966   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1966   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    105   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    165   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    166   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  275. *   3.1 *   .0   .4   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   3.0 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .0  1.5   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1165   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1056   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1305   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1305   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    684   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    533   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    585   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    585   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1909   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1825   5.2     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1786   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1786   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1833   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1642   5.2     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1915   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1915   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    109   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    151   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    191   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .5   .0   .0   .2   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.4   .0   .0   .3   .0   .0
3. SW3      *   84. *   2.9 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .4   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.0   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .1   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .2  1.1   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTWOOD BLVD AND PICO BLVD  PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    874   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    719   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1105   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1105   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1272   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1082   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1423   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1423   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2431   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2090   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2099   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2099   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1793   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1600   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1743   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1743   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    155   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    190   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    341   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    193   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.4 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .3  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTWOOD BLVD AND PICO BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    886   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    728   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1129   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1129   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1295   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1117   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1492   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1492   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   2476   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   2115   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2122   3.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2122   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1779   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1579   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1693   3.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1693   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    158   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG    178   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    361   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    200   3.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.4 *   .0   .0   .5   .0   .0   .3   .0   .0
2. SE3      *  355. *   3.3 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *   84. *   3.5 *   .0   .2   .0   .0   .0   .0   .6   .0
4. NW3      *   95. *   3.9 *   .0   .0   .3   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .8   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .6   .0   .0   .0   .0   .4   .0   .0   .1   .0   .0
3. SW3      *   .1  1.0   .0   .0   .0   .2  1.0   .0   .0   .0   .2   .0
4. NW3      *   .1  1.9   .2   .0   .0   .0   .5   .1   .0   .0   .2   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1175   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1081   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1146   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1146   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1374   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1280   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1280   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1316   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1211   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1382   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1382   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1302   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1359   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1359   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    114   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    105   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.2 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1193   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1092   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1157   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1157   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1404   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1299   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1334   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1334   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1342   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1230   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1410   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1410   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1322   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1225   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1360   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1360   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    101   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    105   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    112   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     97   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   85. *   3.2 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1283   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1186   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1348   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1348   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1365   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1270   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1362   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1362   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1330   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1260   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1353   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1353   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1385   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1216   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1300   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1300   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     70   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    169   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.2 *   .0   .2  1.3   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND 3RD ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1246   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1146   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1297   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1297   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1381   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1290   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1398   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1398   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1350   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1275   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1373   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1373   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1404   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1241   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1313   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1313   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    100   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     91   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     75   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    163   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.3 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.3 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.3 *   .0   .0   .6   .1   .0  1.4   .2   .0
4. NW3      *  175. *   3.3 *   .1   .6   .0   .0   .0   .2  1.3   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.3   .0   .1   .6   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.3   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1250   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1250   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1239   4.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1239   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1550   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1550   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1447   4.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1447   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1206   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1203   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1281   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1281   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    755   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    748   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    794   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    794   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.9 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.7 *   .0   .2   .9   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .4   .1   .0  1.6   .2   .0
4. NW3      *  175. *   2.9 *   .1   .6   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   HIGHLAND AVE AND 6TH ST   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1273   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1273   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1250   4.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1250   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1573   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1573   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1463   4.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1463   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1203   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1200   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1281   5.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1281   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    803   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    796   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    858   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    858   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   4.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   4.6     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.0 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  354. *   2.8 *   .0   .2   .9   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.1 *   .0   .0   .4   .1   .0  1.6   .2   .0
4. NW3      *  175. *   2.9 *   .1   .6   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.4   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1391   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1391   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1382   4.1     .0   9.9
D. NE           *     2   150     2   450 *  AG   1382   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1547   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1547   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1470   4.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1470   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    921   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    920   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    958   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    958   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1215   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1207   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1264   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1264   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.1 *   .0  1.5   .1   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.0 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.0 *   .1   .7   .0   .0   .0   .2  1.1   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   HIGHLAND AVE AND 6TH ST   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1312   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1312   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1294   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1294   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1565   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1565   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1493   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1493   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG    924   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    923   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    953   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    953   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1219   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1212   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1280   5.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1280   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.0 *   .0  1.4   .1   .0   .0   .0   .5   .1
2. SE3      *  354. *   3.0 *   .0   .2  1.0   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.0 *   .1   .7   .0   .0   .0   .2  1.2   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1293   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1022   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1771   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1612   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1578   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1578   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1845   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1723   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2124   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2124   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1014   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    926   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1118   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1118   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    271   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    122   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     88   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.8 *   .0   .0   .4   .0   .0   .5   .0   .0
2. SE3      *  276. *   3.2 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.6 *   .0   .0   .5   .1   .0  1.6   .2   .0
4. NW3      *   95. *   3.8 *   .0   .0   .3   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.9   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .9   .1   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1289   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1039   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1118   4.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1118   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1826   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1664   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1593   4.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1593   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1647   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1540   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1931   5.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1931   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    794   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    716   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    914   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    914   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    250   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    162   4.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.0 *   .0   .2   .9   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.5 *   .0   .0   .4   .1   .0  1.7   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .0   .1   .0   .0
3. SW3      *   .0   .0   .6   .0   .0   .3   .0   .0   .0   .1   .0   .0
4. NW3      *   .0  1.6   .3   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1253   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1065   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1512   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1512   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1770   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1510   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1687   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1687   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1253   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1169   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1329   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1329   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2443   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2090   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2191   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2191   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    188   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    260   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    353   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.2 *   .0   .4   .0   .0   .0   .0   .5   .0
3. SW3      *    5. *   4.1 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1  1.0   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .1  2.0   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .1   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1388   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1197   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1513   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1513   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1731   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1484   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1700   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1700   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1137   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1035   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1168   5.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1168   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2088   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1833   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1963   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1963   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    191   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    247   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    102   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    255   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .5   .0   .0   .0   .0   .5   .0
3. SW3      *    5. *   3.9 *   .0   .0   .7   .1   .0  1.5   .2   .0
4. NW3      *  175. *   3.8 *   .1   .6   .0   .0   .0   .2  1.6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.1   .0   .1   .9   .0   .0   .0   .0   .0   .2
2. SE3      *   .0   .0   .5   .1   .0  1.8   .3   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .2   .0   .0
4. NW3      *   .0   .0   .4   .0   .0   .5   .0   .0   .1   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1587   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1421   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1517   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1517   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1855   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1730   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1743   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1743   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1802   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1639   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1975   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1975   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1271   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1149   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1280   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1280   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    166   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    125   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    163   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    122   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   4.0 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.6 *   .0   .2  1.2   .0   .0   .9   .0   .0
3. SW3      *    5. *   3.9 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *   95. *   4.0 *   .0   .0   .4   .0   .0   .7   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2  1.8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .3   .0   .0   .0   .6   .1   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1520   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1385   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1509   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1509   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1738   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1635   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1699   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1699   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1630   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1460   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1715   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1715   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1114   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    988   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1079   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1079   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    135   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    170   4.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    126   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.7 *   .0   .0   .5   .0   .0   .5   .0   .0
2. SE3      *  354. *   3.4 *   .0   .2  1.2   .0   .0   .8   .0   .0
3. SW3      *    5. *   3.7 *   .0   .0   .6   .1   .0  1.7   .2   .0
4. NW3      *  175. *   3.6 *   .1   .7   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.6   .0   .1   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1734   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1610   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1879   4.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1879   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1638   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1530   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1729   4.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1729   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1369   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1169   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1341   5.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1341   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1805   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1530   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1597   5.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1597   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    108   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    200   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    275   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.8 *   .0  1.6   .2   .0   .0   .0   .7   .1
2. SE3      *  275. *   3.9 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *    5. *   3.9 *   .0   .0   .7   .1   .0  1.6   .2   .0
4. NW3      *  174. *   3.8 *   .0   .8   .0   .0   .0   .3  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .2
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   LA BREA AVE AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1659   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1559   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1903   4.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1903   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1583   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1496   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1725   4.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1725   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1267   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1065   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1182   5.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1182   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1641   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1333   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1340   5.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1340   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    100   4.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     87   4.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    202   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    308   4.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   3.6 *   .0  1.6   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   3.6 *   .0   .2  1.5   .0   .1   .7   .0   .0
3. SW3      *    5. *   3.7 *   .0   .0   .7   .1   .0  1.5   .2   .0
4. NW3      *  175. *   3.6 *   .1   .7   .0   .0   .0   .2  1.4   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1185   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    423   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.2     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    794   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    794   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1894   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1484   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2246   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2246   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1537   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1537   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1576   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1576   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    762   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    410   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3      *  275. *   3.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   2.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.8 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .5   .0   .0   .0   .0   .3   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.4   .1   .0   .3   .0   .0   .0
3. SW3      *   .0   .7   .0   .0   .0   .2   .9   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .5   .0   .0   .4   .0   .0   .6   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1226   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    416   5.6     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    826   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    826   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1666   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1244   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2054   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2054   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1315   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1315   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1327   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1327   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    810   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    422   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.5 *   .0   .5   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.7 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.7 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.7 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .6   .0   .0   .0
2. SE3      *   .0   .0   .5   .2   .0  1.2   .1   .0   .3   .0   .0   .0
3. SW3      *   .1   .6   .0   .0   .0   .2   .8   .0   .3   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .6   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1252   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    654   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    826   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    826   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1529   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1192   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1790   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1790   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1823   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1823   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1988   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1988   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    598   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    337   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
  RECEPTOR   *    X       Y      Z
-------------*---------------------
1. NE3       *      8       8   1.8
2. SE3       *      8      -8   1.8
3. SW3       *     -8      -8   1.8
4. NW3       *     -8       8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*-----------------------------------------
1. NE3       *  185. *   2.7 *   .0   .8   .0   .0   .0   .0   .5   .0
2. SE3       *  275. *   3.1 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3       *   85. *   3.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3       *  175. *   2.8 *   .1   .4   .0   .0   .0   .0   .9   .0

             *                          CONC/LINK
             *                            (PPM)
  RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-----------------------------------------------------------
1. NE3       *   .0   .4   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3       *   .0   .0   .4   .1   .0  1.6   .2   .0   .2   .0   .0   .0
3. SW3       *   .1   .5   .0   .0   .0   .2  1.1   .0   .2   .0   .2   .0
4. NW3       *   .0   .0   .4   .0   .0   .5   .0   .0   .5   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   CRENSHAW BLVD AND WILSHIRE BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1180   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    548   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   3.1     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   5.0     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    826   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    826   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1283   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG    984   5.0     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1616   3.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1616   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1590   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1590   5.0     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1611   3.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1611   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    632   5.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   5.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    299   3.6     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   3.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.4 *   .0   .6   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.9 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   85. *   2.6 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   2.7 *   .1   .3   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .5   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0  1.4   .1   .0   .2   .0   .0   .0
3. SW3      *   .1   .5   .0   .0   .0   .2   .9   .0   .2   .0   .2   .0
4. NW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .5   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    947   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    947   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1116   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1116   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1287   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1211   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1196   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1196   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1766   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1766   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1744   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1744   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    945   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    869   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    889   3.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    889   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     76   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   2.9 *   .0   .1  1.1   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.0 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.3 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .5   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1034   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1034   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1222   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1222   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1352   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1254   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1225   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1225   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1898   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1898   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1859   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1859   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    958   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    884   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    936   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    936   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     98   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  355. *   3.1 *   .0   .2  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   3.2 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .4   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.9   .2   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    906   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    906   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1036   5.0     .0   9.9
D. NE           *     2   150     2   450 *  AG   1036   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1278   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1216   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1238   5.0     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1238   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1008   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1008   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    949   4.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    949   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1208   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1178   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1177   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1177   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     62   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     30   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.6 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  355. *   2.7 *   .0   .1  1.0   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .5   .0   .0  1.3   .2   .0
4. NW3      *   95. *   2.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .1   .6   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.1   .1   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND SAN VICENTE BLVD  PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    963   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    963   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1174   5.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1174   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1248   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1171   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1193   5.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1193   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1056   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1056   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG    910   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG    910   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1273   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1238   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1263   5.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1263   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   4.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     77   4.3     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   4.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     35   4.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.7 *   .0  1.1   .2   .0   .0   .0   .6   .1
2. SE3      *  355. *   2.9 *   .0   .1  1.2   .0   .1   .6   .0   .0
3. SW3      *    5. *   2.9 *   .0   .0   .6   .1   .0  1.3   .2   .0
4. NW3      *   95. *   2.8 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .5   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    951   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    912   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1018   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1018   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1128   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1128   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    841   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    841   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1940   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1896   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2282   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2282   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1559   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1438   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1437   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1437   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     39   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     44   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    121   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.4 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.9 *   .0   .3   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .2  1.0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE            VD=   .0 CM/S
     CLAS=     7 (G)             VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    941   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    899   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1049   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1049   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1169   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1169   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    838   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    838   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1858   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1821   5.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2254   3.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2254   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1615   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1454   5.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1442   3.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1442   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     42   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     37   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    161   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.2 *   .0   .4   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   3.1 *   .0   .0   .6   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.5 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.4   .1   .1   .7   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .2   .0  1.5   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .4   .0   .0   .6   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.8   .2   .0   .0   .0   .5   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    741   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    717   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    887   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    887   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1213   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1213   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    999   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    999   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1313   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1259   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1557   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1557   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2243   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2067   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2067   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2067   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     54   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    176   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.1 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   FAIRFAX AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    730   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    700   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG    934   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    934   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1203   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1203   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    983   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    983   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1301   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1251   5.4     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1575   3.5     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1575   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2306   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2068   5.4     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2048   3.5     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2048   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     30   4.8     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   4.8     .0   9.9
S. WL           *     0     0   150     2 *  AG     50   3.7     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    238   3.7     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.2 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.5 *   .0   .3   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   3.2 *   .0   .0   .5   .0   .0  1.3   .1   .0
4. NW3      *   95. *   3.0 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2  1.0   .0   .1   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .5   .1   .1  1.9   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1118   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    984   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1291   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1159   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1096   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1096   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1720   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1648   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1853   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1853   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1879   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1962   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1962   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    134   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     73   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .3   .0   .0
2. SE3      *  275. *   3.6 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .4   .0
4. NW3      *   95. *   3.6 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1124   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    987   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1103   5.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1103   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1331   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1197   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1124   5.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1124   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1749   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1677   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1895   4.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1895   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1897   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1822   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1979   4.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1979   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    137   4.6     .0   9.9
R. SL           *     0     0    -2   150 *  AG    134   4.6     .0   9.9
S. WL           *     0     0   150     2 *  AG     72   3.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   3.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .4   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   3.5 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .9   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   WESTERN AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1137   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1016   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1203   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1203   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1479   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1288   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1344   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1344   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1675   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1545   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1623   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1623   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1930   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1803   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2051   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2051   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    121   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    191   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    130   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.6 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .2   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   WESTERN AVE AND OLYMPIC BLVD   PMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1117   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG    987   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1166   5.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1166   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1522   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1329   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1367   5.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1367   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1698   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1574   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1685   4.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1685   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1950   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1823   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2069   4.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2069   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    130   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    193   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    124   4.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    127   4.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.5 *   .0   .0   .5   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .4   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.7 *   .0   .3   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.7 *   .0   .0   .3   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.2   .0   .0   .9   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .2   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB:   VERMONT AVE AND OLYMPIC BLVD   AMNP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1466   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1458   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1458   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1288   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1199   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1243   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1243   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1626   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1541   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1701   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1701   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1704   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1602   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1682   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1682   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    117   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     89   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    102   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.6   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND OLYMPIC BLVD   AMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1481   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1363   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1472   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1472   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1323   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1230   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1272   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1272   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1646   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1560   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1722   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1722   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1730   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1628   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1714   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1714   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    118   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     86   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    102   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.6 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   3.7 *   .0   .5   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.5 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.6 *   .0   .0   .4   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .8   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .6   .1   .0  1.7   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .8   .0   .0   .0   .3  1.3   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .6   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND OLYMPIC BLVD   PMNP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1560   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1440   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1611   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1611   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1408   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1286   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1316   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1316   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1692   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1607   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1746   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1746   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1946   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1806   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1933   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1933   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    122   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     85   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    140   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.6   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB:   VERMONT AVE AND OLYMPIC BLVD   PMWP
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1563   2.6     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1443   5.7     .0   9.9
C. ND           *     2     0     2   150 *  AG   1627   5.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1627   2.6     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1417   2.6     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1300   5.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1339   5.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1339   2.6     .0  10.5
I. WF           *   450     2   150     2 *  AG   1719   2.6     .0  10.5
J. WA           *   150     2     0     2 *  AG   1631   5.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1768   4.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1768   2.6     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1961   2.6     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1814   5.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1926   4.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1926   2.6     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   4.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   4.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     88   4.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    147   4.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   3.8 *   .0   .0   .6   .0   .0   .4   .0   .0
2. SE3      *  275. *   4.0 *   .0   .6   .0   .0   .0   .0   .4   .0
3. SW3      *   84. *   3.8 *   .0   .4   .0   .0   .0   .0   .5   .0
4. NW3      *   95. *   3.8 *   .0   .0   .5   .0   .0   .5   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3  1.3   .0   .0   .9   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .6   .1   .0  1.8   .2   .0   .0   .0   .0   .1
3. SW3      *   .0   .8   .0   .0   .0   .3  1.4   .0   .0   .0   .0   .0
4. NW3      *   .0  1.7   .2   .0   .0   .0   .7   .1   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN AND SUNSETALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    446   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    340   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    170   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     87   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    674   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    674   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2467   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1979   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1990   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1990   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1103   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1093   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1343   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1343   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    106   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     83   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    488   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN AND SUNSET 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *    2  -450     2  -150 *  AG    774   1.5     .0  10.5
B. NA           *    2  -150     2     0 *  AG    630   2.9     .0   9.9
C. ND           *    2     0     2   150 *  AG    147   1.8     .0   9.9
D. NE           *    2   150     2   450 *  AG    147   1.5     .0  10.5
E. SF           *   -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *   -2   150    -2     0 *  AG     75   2.7     .0   9.9
G. SD           *   -2     0    -2  -150 *  AG    468   2.9     .0   9.9
H. SE           *   -2  -150    -2  -450 *  AG    468   1.5     .0  10.5
I. WF           *  450     2   150     2 *  AG   1721   1.5     .0  10.5
J. WA           *  150     2     0     2 *  AG   1406   2.6     .0   9.9
K. WD           *    0     2  -150     2 *  AG   1508   1.7     .0   9.9
L. WE           * -150     2  -450     2 *  AG   1508   1.5     .0  10.5
M. EF           * -450    -2  -150    -2 *  AG   1753   1.5     .0  10.5
N. EA           * -150    -2     0    -2 *  AG   1746   2.6     .0   9.9
O. ED           *    0    -2   150    -2 *  AG   2305   1.7     .0   9.9
P. EE           *  150    -2   450    -2 *  AG   2305   1.5     .0  10.5
Q. NL           *    0     0     2  -150 *  AG    144   2.7     .0   9.9
R. SL           *    0     0    -2   150 *  AG    105   2.7     .0   9.9
S. WL           *    0     0   150     2 *  AG    315   2.0     .0   9.9
T. EL           *    0     0  -150    -2 *  AG      7   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
  RECEPTOR   *    X      Y      Z
-------------*--------------------
 1. NE3      *      8      8   1.8
 2. SE3      *      8     -8   1.8
 3. SW3      *     -8     -8   1.8
 4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*-----------------------------------------
 1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
 3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
 4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
  RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
-------------*-------------------------------------------------------------
 1. NE3      *   .0   .8   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
 2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
 3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
 4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AND SANTA MONICA 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    590   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    421   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    319   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    319   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2244   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1925   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2094   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2094   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2023   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2023   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2444   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2444   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    169   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    319   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

              JOB: OVERLAND & SANTA MONICA 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    558   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    335   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    507   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    507   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2422   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1915   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2138   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2138   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1893   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1893   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2228   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2228   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    223   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    507   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .2   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .2   .0
```

```
           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

              JOB: CENTURY PARK W & SANTA MONICA 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*------------------------------
 A. NF           *     2  -450     2  -150 *  AG    332   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    181   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG      0   2.9     .0   9.9
 D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    601   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    601   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   1781   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   1559   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   1710   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   1710   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   2764   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   2764   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   2566   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   2566   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG    151   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG    222   1.9     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X      Y      Z
 ------------*---------------------
 1. NE3      *      8      8   1.8
 2. SE3      *      8     -8   1.8
 3. SW3      *     -8     -8   1.8
 4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *  264. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3      *  275. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0
 3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
 4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
   RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
 ------------*-------------------------------------------------------------
 1. NE3      *   .0   .1   .5   .0   .0   .6   .0   .0   .0   .0   .0   .0
 2. SE3      *   .0   .0   .2   .0   .0  1.1   .1   .0   .0   .0   .0   .0
 3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .0   .0
 4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

              JOB: CENTURY PARK W & SANTA MONICA 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

   I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)   *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ----------------*-------------------------*------------------------------
 A. NF           *     2  -450     2  -150 *  AG    774   1.5     .0  10.5
 B. NA           *     2  -150     2     0 *  AG    297   2.9     .0   9.9
 C. ND           *     2     0     2   150 *  AG      0   2.2     .0   9.9
 D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
 E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
 F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
 G. SD           *    -2     0    -2  -150 *  AG    350   2.9     .0   9.9
 H. SE           *    -2  -150    -2  -450 *  AG    350   1.5     .0  10.5
 I. WF           *   450     2   150     2 *  AG   2216   1.5     .0  10.5
 J. WA           *   150     2     0     2 *  AG   2036   2.6     .0   9.9
 K. WD           *     0     2  -150     2 *  AG   2513   1.7     .0   9.9
 L. WE           *  -150     2  -450     2 *  AG   2513   1.5     .0  10.5
 M. EF           *  -450    -2  -150    -2 *  AG   1884   1.5     .0  10.5
 N. EA           *  -150    -2     0    -2 *  AG   1884   2.6     .0   9.9
 O. ED           *     0    -2   150    -2 *  AG   2011   1.7     .0   9.9
 P. EE           *   150    -2   450    -2 *  AG   2011   1.5     .0  10.5
 Q. NL           *     0     0     2  -150 *  AG    477   2.9     .0   9.9
 R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
 S. WL           *     0     0   150     2 *  AG    180   1.9     .0   9.9
 T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X      Y      Z
 ------------*---------------------
 1. NE3      *      8      8   1.8
 2. SE3      *      8     -8   1.8
 3. SW3      *     -8     -8   1.8
 4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
 2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
 3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
 4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

             *                          CONC/LINK
             *                            (PPM)
   RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
 ------------*-----------------------------------------------------------
 1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .1   .0   .0   .0   .0
 2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
 3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
 4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VETERAN & OLYMPIC 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *    2  -450     2  -150 *  AG    485   1.5     .0  10.5
B. NA           *    2  -150     2     0 *  AG    442   2.9     .0   9.9
C. ND           *    2     0     2   150 *  AG    504   2.9     .0   9.9
D. NE           *    2   150     2   450 *  AG    504   1.5     .0  10.5
E. SF           *   -2   450    -2   150 *  AG    362   1.5     .0  10.5
F. SA           *   -2   150    -2     0 *  AG    265   2.9     .0   9.9
G. SD           *   -2     0    -2  -150 *  AG    252   2.7     .0   9.9
H. SE           *   -2  -150    -2  -450 *  AG    252   1.5     .0  10.5
I. WF           *  450     2   150     2 *  AG   2381   1.5     .0  10.5
J. WA           *  150     2     0     2 *  AG   2359   2.6     .0   9.9
K. WD           *    0     2  -150     2 *  AG   2410   1.7     .0   9.9
L. WE           * -150     2  -450     2 *  AG   2410   1.5     .0  10.5
M. EF           * -450    -2  -150    -2 *  AG   2108   1.5     .0  10.5
N. EA           * -150    -2     0    -2 *  AG   2057   2.6     .0   9.9
O. ED           *    0    -2   150    -2 *  AG   2170   1.7     .0   9.9
P. EE           *  150    -2   450    -2 *  AG   2170   1.5     .0  10.5
Q. NL           *    0     0     2  -150 *  AG     43   2.9     .0   9.9
R. SL           *    0     0    -2   150 *  AG     97   2.9     .0   9.9
S. WL           *    0     0   150     2 *  AG     22   1.9     .0   9.9
T. EL           *    0     0  -150    -2 *  AG     51   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.7 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VETERAN AND OLYMPIC 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    292   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    266   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    373   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    373   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    534   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    441   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    462   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    462   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3058   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2980   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3023   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3023   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1907   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1829   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1933   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1933   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     26   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG     78   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *   95. *   1.9 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   2.0 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.4   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CENTURY PARK W & OLYMPIC 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1143   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1143   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    266   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     99   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2399   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2399   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2271   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2271   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   3796   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2880   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   3047   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   3047   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    167   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    916   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*----------------------------------------
1. NE3      *  264. *   2.1 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .6   .0   .0   .6   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .0   .3   .0   .0  1.2   .1   .0   .0   .0   .0   .3
3. SW3      *   .0   .0   .3   .1   .1  1.4   .0   .0   .0   .0   .0   .3
4. NW3      *   .0  1.0   .1   .0   .0   .0   .4   .1   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CENTURY PARK W & OLYMPIC 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    296   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    296   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    869   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    701   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2427   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2427   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3056   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3056   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2192   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1968   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2136   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2136   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    168   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    224   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *  275. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .1   .0  1.0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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           CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                    JUNE 1989 VERSION
                    PAGE   1

                JOB: WESTWOOD AND PICO 2020 ALT D AM
                RUN: Hour 1           (WORST CASE ANGLE)
         POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

          U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
        BRG= WORST CASE            VD=   .0 CM/S
       CLAS=     7 (G)             VS=   .0 CM/S
       MIXH= 1000. M              AMB=   .0 PPM
      SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1162   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1051   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1289   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1289   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    732   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    568   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    621   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    621   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1948   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1861   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1829   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1829   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1951   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1760   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2054   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2054   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    111   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    164   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     87   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    191   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.6 *   .0   .2   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTWOOD AND PICO 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    945   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    768   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1178   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1178   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1315   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1139   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1490   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1490   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2524   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2179   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2223   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2223   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1828   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1614   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1721   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1721   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    177   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    176   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    345   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    214   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .1   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.1 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AND PICO 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1952   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1707   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    713   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG    713   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    638   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    599   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1159   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1159   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2000   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1597   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1842   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1842   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2065   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1952   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2941   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2941   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    245   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     39   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    403   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    113   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.1 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.2 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.3 *   .0   .3   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1  1.0   .0   .0   .0   .1   .0
4. NW3      *   .0   .0   .3   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AND PICO 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1647   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1041   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    628   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    628   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    931   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    879   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2008   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2008   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2714   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1913   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2527   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2527   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1755   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1687   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1884   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1884   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    606   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     52   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    801   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     68   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.2 *   .0   .6   .0   .0   .0   .0   .5   .0
2. SE3      *  275. *   2.1 *   .0   .2   .0   .0   .0   .0   .3   .0
3. SW3      *   84. *   2.3 *   .0   .2   .0   .0   .0   .0   .4   .0
4. NW3      *  175. *   2.3 *   .0   .3   .0   .0   .0   .0  1.0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .4   .0   .0   .0   .0   .2   .0   .3   .0   .1   .0
2. SE3      *   .0   .0   .4   .0   .0   .9   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .5   .0   .0   .0   .1   .6   .0   .1   .0   .3   .0
4. NW3      *   .0   .0   .4   .0   .0   .3   .0   .0   .2   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: LA BREA AND 3RD 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1650   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1536   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1606   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1606   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   2069   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1960   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2123   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2123   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1648   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1481   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1665   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1665   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1258   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1163   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1231   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1231   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    114   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG    109   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    167   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     95   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.9 *   .0   .1   .6   .0   .0   .5   .0   .0
3. SW3      *    5. *   2.1 *   .0   .0   .3   .0   .0  1.0   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: LA BREA AND 3RD 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   2021   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1890   2.8     .0   9.9
C. ND           *     2     0     2   150 *  AG   1930   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1930   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1865   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1770   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1847   1.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1847   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1238   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1107   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1251   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1251   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    853   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    796   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    949   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    949   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    131   2.0     .0   9.9
R. SL           *     0     0    -2   150 *  AG     95   2.0     .0   9.9
S. WL           *     0     0   150     2 *  AG    131   2.5     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     57   2.5     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.9 *   .0   .9   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.7 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .9   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AND 3RD 2020 ALTD AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1225   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1117   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1170   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1170   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1488   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1385   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1444   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1444   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1363   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1238   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1423   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1423   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1362   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1268   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1401   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1401   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    125   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AND 3RD 2020 ALTD PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1225   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1117   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1170   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1170   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1488   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1385   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1444   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1444   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1363   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1238   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1423   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1423   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1362   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1268   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1401   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1401   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    103   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    125   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     94   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AND 3RD 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1471   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1409   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1565   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1565   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1730   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1606   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1616   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1616   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1292   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1126   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1335   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1335   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1501   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1348   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1478   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1478   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     62   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    124   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    166   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    153   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.9 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.8 *   .0   .4   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AND 3RD 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1813   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1726   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   2013   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   2013   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1713   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1633   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1551   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1551   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1394   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1281   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1488   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1488   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1417   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1229   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1285   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1285   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     87   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG     80   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    113   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    188   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   2.0 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .4   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .8   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AND WILSHIRE 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1312   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1051   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1127   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1127   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1907   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1735   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1647   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1647   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1680   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1574   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1993   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1993   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    815   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    737   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    947   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    947   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    261   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    172   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    106   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.6 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.9 *   .0   .0   .2   .0   .0   .9   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .1   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .2   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AND WILSHIRE 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M             AMB=   .0 PPM
     SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1434   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1241   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1603   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1603   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1784   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1528   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1732   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1732   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1182   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1084   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1218   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1218   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2166   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1877   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2013   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2013   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    193   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    256   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     98   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    289   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: LA BREA AND WILSHIRE 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1563   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1425   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1554   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1554   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1854   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1753   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1859   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1859   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1681   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1489   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1740   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1740   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1170   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1039   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1115   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1115   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    138   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    192   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    131   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .3   .0   .0   .9   .1   .0
4. NW3      *  175. *   2.0 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .9   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: LA BREA AND WILSHIRE 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1821   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1710   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   2020   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   2020   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1660   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1567   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1805   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1805   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1303   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1088   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1217   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1217   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1624   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1335   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1366   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1366   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    111   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG     93   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    215   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    289   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .3   .0
2. SE3      *  355. *   2.0 *   .0   .1   .8   .0   .0   .4   .0   .0
3. SW3      *    5. *   2.0 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   1.9 *   .0   .4   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW AND WILSHIRE 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1285   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    481   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    928   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    928   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1733   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1233   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2037   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2037   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1346   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1346   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1399   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1399   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    804   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    500   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .3   .0   .0   .0   .0   .3   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .4   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW AND WILSHIRE 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1328   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    658   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.5     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    880   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    880   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1342   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    996   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1666   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1666   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1601   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1601   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1725   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1725   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    670   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    346   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AND OLYMPIC 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    953   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    913   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1060   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1060   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1162   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1162   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    834   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    834   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1995   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1954   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2383   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2383   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1638   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1480   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1471   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1471   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     40   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     41   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    158   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.6 *   .0   .0   .3   .0   .0   .6   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AND OLYMPIC 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    742   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    718   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    952   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    952   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1237   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1237   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1011   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1011   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1338   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1285   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1599   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1599   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2328   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2094   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2083   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2083   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     53   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    234   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .1   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW AND OLYMPIC 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1340   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1180   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1272   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1272   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1256   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1185   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1223   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1223   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2652   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2499   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2716   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2716   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1527   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1452   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1564   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1564   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    160   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     71   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    153   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     75   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW AND OLYMPIC 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1515   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1371   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1441   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1441   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1212   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1125   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1251   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1251   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1698   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1529   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1646   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1646   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2078   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1987   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2165   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2165   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    144   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     87   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    169   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     91   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.9 *   .0   .7   .1   .0   .0   .0   .3   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AND OLYMPIC 2020 ALT D AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1147   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1011   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1133   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1133   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1407   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1275   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1226   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1226   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1769   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1687   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1892   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1892   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1980   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1902   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2052   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2052   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    136   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    132   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     82   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     78   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AND OLYMPIC 2020 ALT D PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1197   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1057   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1248   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1248   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1559   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1371   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1411   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1411   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1757   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1629   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1750   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1750   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1978   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1842   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2082   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2082   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    140   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    188   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    128   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    136   2.1     .0   9.9

III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VETERAN AND SUNSET 2020 ALT E AMWP
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    576   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    479   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    691   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    691   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1637   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1241   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1338   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1338   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2304   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2304   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2488   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2488   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    396   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.7 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.6 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .2   .7   .0   .0   .0   .1   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VETERAN AND SUNSET 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    970   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    446   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.8     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    431   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    431   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2179   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1913   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2437   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2437   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1379   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1379   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1660   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1660   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    524   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.8     .0   9.9
S. WL           *     0     0   150     2 *  AG    266   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN BLVD AND SUNSET BLVD 2020
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    489   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    367   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    179   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG    179   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    170   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     91   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    692   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    692   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2420   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1925   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1959   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1959   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1066   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1056   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1315   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1315   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    122   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     79   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    495   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     10   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   84. *   1.1 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   84. *   1.4 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.0   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
2. SE3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .1   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .4   .0   .0   .0   .1   .0
4. NW3      *   .0   .9   .0   .0   .0   .0   .2   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: S BEVERLY GLEN BLVD AND SUNSET BLVD 2020
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    788   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    643   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    148   1.8     .0   9.9
D. NE           *     2   150     2   450 *  AG    148   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    180   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG     76   2.7     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    474   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    474   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1679   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1360   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1464   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1464   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1732   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1725   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2293   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2293   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    145   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG    104   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG    319   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .7   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: N BEVERLY GLEN BLVD AND SUNSET BLVD 2020
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.5     .0   9.9
C. ND           *     2     0     2   150 *  AG    356   1.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    356   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1140   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    890   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   1.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1252   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1252   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2083   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2083   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1157   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    860   2.5     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1110   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1110   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    250   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    297   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.4 *   .0   .0   .0   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.0 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *    4. *   1.1 *   .0   .0   .0   .0   .0   .5   .0   .0
4. NW3      *   95. *   1.3 *   .0   .0   .0   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .4   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: N BEVERLY GLEN BLVD AND SUNSET BLVD 2020
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG      0   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG      0   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1157   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1157   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    568   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    397   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG      0   2.5     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG      0   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1295   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1295   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1442   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1442   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2056   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1149   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1320   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1320   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    171   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG      0   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    907   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  356. *   1.3 *   .0   .0   .6   .0   .0   .1   .0   .0
3. SW3      *  275. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *   1.3 *   .0   .0   .2   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .4   .0   .0   .3   .0   .0   .0   .0   .0   .3
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .6   .0   .0   .0   .0   .0   .3
4. NW3      *   .0   .6   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BARRINGTON AVE AND WILSHIRE BLVD 2020 AL
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    664   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    544   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    505   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG    505   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    751   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    527   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    539   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    539   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1797   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1742   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1861   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1861   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1221   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1173   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1528   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1528   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    120   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    224   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     55   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     48   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.3 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .0   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: BARRINGTON AVE AND WILSHIRE BLVD 2020 AL
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    430   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    355   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    402   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG    402   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    559   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    511   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    593   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    593   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1886   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1809   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1883   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1883   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1623   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1608   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1620   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1620   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     75   2.7     .0   9.9
R. SL           *     0     0    -2   150 *  AG     48   2.7     .0   9.9
S. WL           *     0     0   150     2 *  AG     77   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     15   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.4 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.3 *   .0   .0   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.5 *   .0   .0   .0   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: SEPULVEDA BLVD AND SANTA MONICA BLVD 202
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1071   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    940   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1058   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1058   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    761   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    575   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    971   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    971   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1736   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1568   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1644   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1644   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2055   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1901   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1950   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1950   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    131   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG    186   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    168   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    154   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.7 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: SEPULVEDA BLVD AND SANTA MONICA BLVD 202
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1285   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1077   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1097   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1097   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    900   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    772   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1130   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1130   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1620   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1400   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1637   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1637   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1742   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1586   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1683   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1683   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    208   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    128   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    220   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    156   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .1   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .0   .6   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    744   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    647   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    387   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    387   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    382   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    309   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    533   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    533   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2471   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2287   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2379   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2379   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2567   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2556   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2865   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2865   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     97   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     73   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    184   1.9     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     11   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.6 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .0   .0
3. SW3      *   85. *   1.8 *   .0   .1   .0   .0   .0   .0   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .7   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.1   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0  1.0   .1   .0   .0   .0   .3   .1   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: OVERLAND AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    670   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    567   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    486   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    486   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG    531   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG    456   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    899   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    899   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   3434   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   3067   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   3161   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   3161   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2151   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2115   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2240   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2240   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    103   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG     75   2.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    367   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     36   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *   95. *   2.1 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   84. *   1.9 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .0   .0   .0   .0   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0  1.5   .0   .0   .0   .0   .3   .1   .0   .0   .1   .0
2. SE3      *   .0   .0   .4   .1   .0   .9   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .2   .6   .0   .0   .0   .1   .0
4. NW3      *   .0  1.3   .1   .0   .0   .0   .3   .0   .0   .0   .1   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND 3RD ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1002   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    929   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1091   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1091   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1507   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1351   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1517   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1517   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1965   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1709   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1766   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1766   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    846   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    710   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    946   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    946   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     73   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    156   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    256   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    136   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.6 *   .0   .5   .0   .0   .0   .0   .4   .0
2. SE3      *  355. *   1.6 *   .0   .0   .6   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .1   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .2   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND 3RD ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1268   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1173   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1512   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1512   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1454   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1230   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1305   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1305   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1118   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    991   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1015   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1015   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1552   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1292   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1560   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1560   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     95   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    224   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    127   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    260   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.8 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .5   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .1   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: HIGHLAND AVE AND 3RD ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1248   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1248   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1359   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1359   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1596   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1596   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1608   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1608   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1568   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1458   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1530   2.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1530   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1214   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1073   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1129   2.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1129   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    110   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    141   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .1   .0
4. NW3      *   95. *   1.8 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: HIGHLAND AVE AND 3RD ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1346   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1346   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1477   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1477   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1662   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1662   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1640   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1640   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1263   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1179   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1238   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1238   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    941   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    784   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    857   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    857   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG     84   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    157   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .9   .0   .0
4. NW3      *  175. *   1.6 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AVE AND 3RD ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1224   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1116   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1167   2.6     .0   9.9
D. NE           *     2   150     2   450 *  AG   1167   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1482   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1381   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1447   2.6     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1447   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1369   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1241   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1423   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1423   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1358   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1265   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1396   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1396   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    108   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    101   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG    128   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     93   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *  175. *   1.7 *   .0   .3   .0   .0   .0   .1   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AVE AND 3RD ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1330   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1224   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1376   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1376   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1410   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1314   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1414   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1414   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1385   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1311   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1416   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1416   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1423   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1256   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1342   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1342   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    106   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG     96   2.3     .0   9.9
S. WL           *     0     0   150     2 *  AG     74   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    167   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *  175. *   1.8 *   .0   .3   .0   .0   .0   .0   .7   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .3   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: HIGHLAND AVE AND 6TH ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1290   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1290   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1263   2.1     .0   9.9
D. NE           *     2   150     2   450 *  AG   1263   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1608   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1608   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1491   2.1     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1491   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1231   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1228   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1323   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1323   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    820   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    813   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    872   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    872   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      3   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      7   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.5 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.6 *   .0   .0   .2   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.5 *   .0   .3   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .7   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .1   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: HIGHLAND AVE AND 6TH ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1462   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1462   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1446   2.2     .0   9.9
D. NE           *     2   150     2   450 *  AG   1446   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1598   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1598   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1518   2.2     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1518   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    967   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    966   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1007   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1007   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1271   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1263   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1327   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1327   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   2.1     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG      1   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      8   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.7 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.6 *   .0   .1   .6   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.6 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .1   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AVE AND 6TH ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M              AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1543   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1488   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1534   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1534   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1615   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1484   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1491   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1491   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1238   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1141   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1288   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1288   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1350   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1271   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1433   2.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1433   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     55   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    131   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG     97   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     79   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   1.8 *   .0   .8   .0   .0   .0   .0   .3   .0
2. SE3      *  355. *   1.8 *   .0   .1   .7   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .3   .0   .0   .8   .0   .0
4. NW3      *  175. *   1.7 *   .0   .4   .0   .0   .0   .1   .6   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AVE AND 6TH ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1899   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1822   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1894   2.4     .0   9.9
D. NE           *     2   150     2   450 *  AG   1894   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1380   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1209   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   2295   2.4     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   2295   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1576   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1460   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1475   2.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1475   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1305   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1238   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    496   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    496   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     77   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    171   2.2     .0   9.9
S. WL           *     0     0   150     2 *  AG    116   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     67   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  185. *   2.0 *   .0   .9   .1   .0   .0   .0   .4   .0
2. SE3      *  275. *   1.9 *   .0   .4   .0   .0   .0   .0   .3   .0
3. SW3      *    5. *   1.8 *   .0   .0   .4   .0   .0   .7   .1   .0
4. NW3      *  175. *   2.1 *   .0   .4   .0   .0   .0   .0   .9   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .3   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .0   .0   .7   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND WILSHIRE BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1316   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1063   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1136   2.3     .0   9.9
D. NE           *     2   150     2   450 *  AG   1136   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1894   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1714   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1633   2.3     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1633   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1679   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1571   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1972   2.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1972   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    812   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    736   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    960   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    960   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    253   2.2     .0   9.9
R. SL           *     0     0    -2   150 *  AG    180   2.1     .0   9.9
S. WL           *     0     0   150     2 *  AG    108   2.4     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     76   2.4     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0
2. SE3      *  354. *   1.6 *   .0   .0   .5   .0   .0   .4   .0   .0
3. SW3      *    5. *   1.8 *   .0   .0   .2   .0   .0   .9   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .1   .0   .0   .4   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1  1.0   .0   .0   .2   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .3   .0   .0   .2   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND WILSHIRE BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1442   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1244   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1587   2.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1587   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1787   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1530   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1738   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1738   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1181   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1080   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1220   2.6     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1220   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2135   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1862   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2000   2.6     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2000   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    198   2.3     .0   9.9
R. SL           *     0     0    -2   150 *  AG    257   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    101   2.3     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    273   2.3     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   2.1 *   .0   .0   .4   .0   .0   .8   .1   .0
4. NW3      *  175. *   2.0 *   .0   .3   .0   .0   .0   .1   .8   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .5   .0   .0   .0   .0   .0   .1
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .1
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .1   .0   .0
4. NW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW BLVD AND WILSHIRE BLVD 2020 ALT
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1294   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    464   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    906   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    906   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1708   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1229   2.6     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2059   1.7     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2059   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1343   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1343   2.6     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1380   1.7     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1380   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    830   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.6     .0   9.9
S. WL           *     0     0   150     2 *  AG    479   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   1.9     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .3   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.5 *   .0   .0   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .0   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .1   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .1   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .6   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .0   .4   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW BLVD AND WILSHIRE BLVD 2020 ALT
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1314   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    664   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG      0   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG      0   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG      0   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG      0   2.5     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    886   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    886   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1354   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    994   2.7     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1644   1.8     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1644   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1576   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1576   2.7     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1714   1.8     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1714   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    650   2.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG    360   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  185. *   1.4 *   .0   .4   .0   .0   .0   .0   .2   .0
2. SE3      *  275. *   1.6 *   .0   .1   .0   .0   .0   .0   .1   .0
3. SW3      *   85. *   1.5 *   .0   .1   .0   .0   .0   .0   .2   .0
4. NW3      *  175. *   1.5 *   .0   .2   .0   .0   .0   .0   .5   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .0   .0   .0   .0   .2   .0   .3   .0   .0   .0
2. SE3      *   .0   .0   .2   .0   .0   .8   .0   .0   .1   .0   .0   .0
3. SW3      *   .0   .3   .0   .0   .0   .1   .5   .0   .1   .0   .1   .0
4. NW3      *   .0   .0   .2   .0   .0   .2   .0   .0   .3   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND 8TH ST 2020 ALT E AM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1173   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1173   2.6     .0   9.9
C. ND           *     2     0     2   150 *  AG   1233   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1233   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1218   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1108   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1325   1.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1325   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    487   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    284   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG      0   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG      0   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG     67   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG     67   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    387   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    387   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   1.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    110   1.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    203   2.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  184. *   1.1 *   .0   .6   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.0 *   .0   .0   .4   .0   .0   .3   .0   .0
3. SW3      *    4. *   1.0 *   .0   .0   .2   .0   .0   .5   .0   .0
4. NW3      *    5. *   1.0 *   .0   .0   .2   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND 8TH ST 2020 ALT E PM
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1167   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1167   2.6     .0   9.9
C. ND           *     2     0     2   150 *  AG   1242   1.7     .0   9.9
D. NE           *     2   150     2   450 *  AG   1242   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1205   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1007   2.6     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1214   1.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1214   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG    402   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG    210   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG      0   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG      0   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG    150   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG    150   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG    468   2.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG    468   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG      0   1.9     .0   9.9
R. SL           *     0     0    -2   150 *  AG    198   1.9     .0   9.9
S. WL           *     0     0   150     2 *  AG    192   2.8     .0   9.9
T. EL           *     0     0  -150    -2 *  AG      0   2.8     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  184. *   1.1 *   .0   .6   .0   .0   .0   .0   .2   .0
2. SE3      *  355. *   1.0 *   .0   .0   .4   .0   .0   .2   .0   .0
3. SW3      *    4. *    .9 *   .0   .0   .2   .0   .0   .5   .0   .0
4. NW3      *    5. *    .9 *   .0   .0   .2   .0   .0   .6   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    959   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    921   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1054   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1054   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1210   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1210   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    861   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    861   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1903   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1865   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2307   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2307   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1703   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1557   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1553   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1553   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     38   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     38   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    146   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.8 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .8   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: FAIRFAX AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG    743   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    719   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG    983   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG    983   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1228   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1228   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1017   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1017   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1359   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1304   2.8     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1609   1.9     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1609   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2313   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2051   2.8     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2034   1.9     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2034   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     24   2.5     .0   9.9
R. SL           *     0     0    -2   150 *  AG      0   2.5     .0   9.9
S. WL           *     0     0   150     2 *  AG     55   2.0     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    262   2.0     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .1   .0   .0   .0   .0   .2   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .7   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .5   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .4   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .7   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW BLVD AND OLYMPIC BLVD 2020 ALT
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1322   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1166   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1258   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1258   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1231   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1162   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1212   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1212   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   2645   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   2488   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   2694   2.0     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   2694   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1522   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1448   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1556   2.0     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1556   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    156   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     69   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    157   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     74   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   84. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   2.2 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .2   .9   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .4   .1   .0   .8   .0   .0   .0   .0   .0   .0
3. SW3      *   .0   .6   .0   .0   .0   .1   .5   .0   .0   .0   .0   .0
4. NW3      *   .0  1.2   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: CRENSHAW BLVD AND OLYMPIC BLVD 2020 ALT
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

         U=    .5 M/S             Z0= 100. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=   .0 CM/S
      CLAS=     7 (G)             VS=   .0 CM/S
      MIXH= 1000. M              AMB=   .0 PPM
     SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1496   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1349   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1428   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1428   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1208   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1122   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1240   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1240   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1716   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1553   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1679   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1679   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   2120   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   2024   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2193   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2193   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    147   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     86   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    163   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     96   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  264. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .6   .0   .0   .5   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0  1.0   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .2   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
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         CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION
                  PAGE   1

              JOB: WESTERN AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1151   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1013   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1140   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1140   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1414   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1276   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1199   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1199   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1781   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1707   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1931   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1931   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1981   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1900   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2057   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2057   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    138   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    138   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     74   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG     81   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: WESTERN AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1194   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1055   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1241   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1241   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1533   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1347   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1400   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1400   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1780   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1646   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1757   2.2     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1757   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1985   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1853   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   2094   2.2     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   2094   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    139   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    186   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    134   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    132   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .2   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1489   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1375   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1488   2.8     .0   9.9
D. NE           *     2   150     2   450 *  AG   1488   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1358   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1260   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1308   2.8     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1308   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1676   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1586   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1739   2.4     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1739   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1798   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1694   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1786   2.4     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1786   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    114   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG     98   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     90   2.2     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    104   2.2     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.9 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.0 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   1.9 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .7   .0   .0   .0   .0   .0
4. NW3      *   .0   .8   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: VERMONT AVE AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1604   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1480   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1670   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1670   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1431   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1314   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1357   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1357   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1799   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1707   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1844   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1844   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1987   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1838   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1950   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1950   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG    124   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    117   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     92   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    149   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   2.0 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  275. *   2.1 *   .0   .3   .0   .0   .0   .0   .2   .0
3. SW3      *   85. *   2.0 *   .0   .2   .0   .0   .0   .0   .3   .0
4. NW3      *   95. *   2.0 *   .0   .0   .3   .0   .0   .3   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .9   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .8   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .4   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: ALVARADO ST AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1017   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG    947   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1046   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1046   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1285   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1126   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG    907   2.7     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG    907   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1137   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1094   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1423   2.3     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1423   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1753   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1640   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1816   2.3     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1816   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     70   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    159   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG     43   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    113   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*---------------------------------------
1. NE3      *  265. *   1.7 *   .0   .0   .2   .0   .0   .2   .0   .0
2. SE3      *  275. *   1.7 *   .0   .2   .0   .0   .0   .0   .1   .0
3. SW3      *    5. *   1.7 *   .0   .0   .3   .0   .0   .6   .0   .0
4. NW3      *   95. *   1.6 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .0   .6   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .3   .0   .0   .8   .1   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .2   .0   .0   .3   .0   .0   .0   .0   .0   .0
4. NW3      *   .0   .6   .0   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

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          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: ALVARADO ST AND OLYMPIC BLVD 2020 ALT E
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide

  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)

 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. NF           *     2  -450     2  -150 *  AG   1123   1.5     .0  10.5
B. NA           *     2  -150     2     0 *  AG   1029   2.9     .0   9.9
C. ND           *     2     0     2   150 *  AG   1264   2.9     .0   9.9
D. NE           *     2   150     2   450 *  AG   1264   1.5     .0  10.5
E. SF           *    -2   450    -2   150 *  AG   1225   1.5     .0  10.5
F. SA           *    -2   150    -2     0 *  AG   1084   2.9     .0   9.9
G. SD           *    -2     0    -2  -150 *  AG   1010   2.9     .0   9.9
H. SE           *    -2  -150    -2  -450 *  AG   1010   1.5     .0  10.5
I. WF           *   450     2   150     2 *  AG   1870   1.5     .0  10.5
J. WA           *   150     2     0     2 *  AG   1763   2.9     .0   9.9
K. WD           *     0     2  -150     2 *  AG   1995   2.1     .0   9.9
L. WE           *  -150     2  -450     2 *  AG   1995   1.5     .0  10.5
M. EF           *  -450    -2  -150    -2 *  AG   1606   1.5     .0  10.5
N. EA           *  -150    -2     0    -2 *  AG   1388   2.9     .0   9.9
O. ED           *     0    -2   150    -2 *  AG   1555   2.1     .0   9.9
P. EE           *   150    -2   450    -2 *  AG   1555   1.5     .0  10.5
Q. NL           *     0     0     2  -150 *  AG     94   2.4     .0   9.9
R. SL           *     0     0    -2   150 *  AG    141   2.4     .0   9.9
S. WL           *     0     0   150     2 *  AG    107   2.1     .0   9.9
T. EL           *     0     0  -150    -2 *  AG    218   2.1     .0   9.9

 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *      8      8   1.8
2. SE3      *      8     -8   1.8
3. SW3      *     -8     -8   1.8
4. NW3      *     -8      8   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

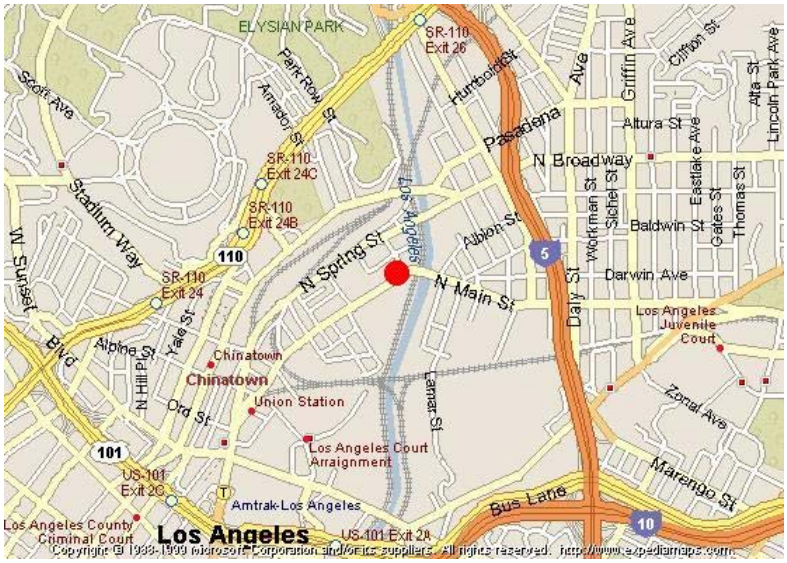
            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *  265. *   1.8 *   .0   .0   .3   .0   .0   .2   .0   .0
2. SE3      *  355. *   1.7 *   .0   .0   .7   .0   .0   .3   .0   .0
3. SW3      *   85. *   1.7 *   .0   .2   .0   .0   .0   .0   .2   .0
4. NW3      *   95. *   1.9 *   .0   .0   .2   .0   .0   .2   .0   .0

            *                          CONC/LINK
            *                            (PPM)
  RECEPTOR  *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-----------------------------------------------------------
1. NE3      *   .0   .1   .7   .0   .0   .4   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .3   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .4   .0   .0   .0   .1   .6   .0   .0   .0   .0   .0
4. NW3      *   .0   .9   .1   .0   .0   .0   .3   .0   .0   .0   .0   .0
```

6092

Quality Assurance
Site Information for Los Angeles-North Main Street

This page last reviewed on May 15, 2008



AIRS Number	ARB Number	Site Start Date	Reporting Agency and Agency Code
060371103	70087	3/1/78	South Coast AQMD (061)

Site Address	County	Air Basin	Latitude	Longitude	Elevation
1630 North Main Street, Los Angeles CA 90012	Los Angeles	South Coast	34° 3' 59"	118° 13' 36"	87

Pollutants Monitored (click on parameter link for real-time data)
CO, SO_2, NO_2, O_3, Total NMHC, PM_{10}, BAM_{PM10}, $BAM_{PM2.5}$, $PM_{2.5}$, TSP, Toxics, Cr^{6+}, Relative Humidity, Wind Direction, Horizontal Wind Speed, Solar Radiation

Site Photos	Photo Sequences	Site Surveys
--Select Photos--	--Select Position And Direction--	--Select Survey--

Other ARB Database Information	Real-Time Met Data	Aerial Photos and Topo Maps Of Site
--Select Database--	--Select Data Server--	--Select External Map--

Site Information Menu Top Page | Quality Assurance Programs | Search QA Site Information Database

For real-time air quality data visit: Air Quality and Meteorological Information System (AQMIS)

For further information contact:

Merrin Wright, *Manager*
Quality Assurance Section

6093

Air Resources Board

iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements

Los Angeles-North Main Street

FAQs

Year:	2006		2007		2008	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Jul 22	0.108	Sep 3	0.115	May 18	0.109
Second High:	Jul 23	0.108	Sep 2	0.111	Jun 21	0.103
Third High:	Jun 3	0.103	Sep 1	0.099	May 17	0.095
Fourth High:	Jul 24	0.100	Aug 19	0.093	Jun 22	0.090
# Days Above State Standard:		8		3		3
California Designation Value:		0.11		0.11		0.11
Expected Peak Day Conc.:		0.111		0.108		0.107
# Days Above Nat'l Standard:		*0*		*0*		*0*
National Design Value:		*0.108*		*0.111*		*0.108*
Year Coverage:		98		97		96

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in parts per million.
The national 1-hour ozone standard was revoked in June 2005 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* .
State exceedances are shown in **yellow** . Exceedances of the revoked national 1-hour standard are shown in *orange* .
An exceedance is not necessarily a violation.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

Switch: 8-Hour Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

6094

Highest 4 Daily Maximum 8-Hour Ozone Averages

Los Angeles-North Main Street

FAQs

Year:	2006		2007		2008	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National:						
First High:	Jul 15	0.079	Sep 2	0.102	May 18	0.090
Second High:	Jul 22	0.077	Sep 3	0.093	Jun 21	0.081
Third High:	Sep 3	0.076	Aug 19	0.078	May 17	0.076
Fourth High:	Jun 3	0.075	May 19	0.072	Jun 15	0.073
California:						
First High:	Jul 15	0.079	Sep 2	0.103	May 18	0.090
Second High:	Jul 22	0.077	Sep 3	0.094	Jun 21	0.081
Third High:	Sep 3	0.077	Aug 19	0.079	May 17	0.076
Fourth High:	Jun 3	0.076	May 19	0.073	Jun 15	0.074
National:						
# Days Above '08 Nat'l Std.:		3		3		3
'08 Nat'l Std. Design Value:		0.074		0.072		0.073
National Year Coverage:		97		96		95
California:						
# Days Above State Standard:		7		6		6
California Designation Value:		0.085		0.085		0.081
Expected Peak Day Conc.:		0.087		0.085		0.085
California Year Coverage:		97		96		94

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All averages are expressed in parts per million.
National exceedances are shown in **orange** . State exceedances are shown in **yellow** .
An exceedance is not necessarily a violation.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

6095

Welcome to California

Air Resources Board

iADAM

Highest 4 Daily 24-Hour PM10 Averages

Los Angeles-North Main Street

FAQs

Year:	2006		2007		2008	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Feb 4	59.0	Apr 12	78.0	Nov 20	66.0
Second High:	May 11	55.0	Nov 20	77.0	Dec 2	65.0
Third High:	May 17	55.0	Oct 21	63.0	Oct 21	50.0
Fourth High:	Feb 10	48.0	Oct 27	58.0	Oct 27	49.0
California:						
First High:	Feb 4	58.0	Apr 12	77.0	Nov 20	64.0
Second High:	May 11	55.0	Nov 20	76.0	Dec 2	63.0
Third High:	May 17	54.0	Oct 21	62.0	Oct 21	49.0
Fourth High:	Feb 10	48.0	Oct 27	57.0	Nov 14	48.0
Measured:						
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		3		5		2
Estimated:						
3-Yr Avg # Days Above Nat'l Std:		0.0		0.0		*
# Days Above Nat'l Standard:		0.0		0.0		*
# Days Above State Standard:		18.1		31.0		*
State 3-Yr Maximum Average:		32		33		33
State Annual Average:		30.1		33.0		*
National 3-Year Average:		*31*		*31*		*29*
National Annual Average:		*30.1*		*33.3*		*24.0*
Year Coverage:		95		93		79

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in micrograms per cubic meter.
The national annual average PM10 standard was revoked in December 2006 and is no longer in effect.
Statistics related to the revoked standard are shown in *italics* or *italics* .
National exceedances are shown in **orange** . State exceedances are shown in **yellow** .
An exceedance is not necessarily a violation.
Statistics may include data that are related to an exceptional event.
State and national statistics may differ for the following reasons:
State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.
State and national statistics may therefore be based on different samplers.
State statistics for 1998 and later are based on *local* conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on *local* conditions).
National statistics are based on *standard* conditions.
State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.
3-Year statistics represent the listed year and the 2 years before the listed year.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | 8-Hour Ozone | PM2.5 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

6096

Air Resources Board

iADAM

Highest 4 Daily 24-Hour PM2.5 Averages

Los Angeles-North Main Street

FAQs

Year:	2006		2007		2008	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Feb 4	56.2	Nov 18	64.1	Nov 16	78.3
Second High:	Nov 24	45.7	Nov 20	61.1	Dec 3	59.9
Third High:	Feb 11	43.2	Nov 19	60.4	Dec 2	54.5
Fourth High:	Oct 25	42.0	Nov 21	56.7	Nov 23	50.0
California:						
First High:	Feb 4	56.2	Nov 18	64.1	Nov 16	78.3
Second High:	Nov 24	45.7	Nov 20	62.0	Dec 3	59.9
Third High:	Feb 11	43.2	Nov 19	60.4	Jul 4	54.6
Fourth High:	Oct 25	42.0	Nov 21	56.7	Dec 2	54.5
Estimated Days > Nat'l 24-Hr Std:		11.7		*		11.3
Measured Days > Nat'l 24-Hr Std:		11		20		10
Nat'l 24-Hr Std Design Value:		49		48		43
Nat'l 24-Hr Std 98th Percentile:		38.9		51.2		40.3
National Annual Std Design Value:		17.7		16.7		16.1
National Annual Average:		15.5		16.7		15.9
State Ann'l Std Designation Value:		18		18		16
State Annual Average:		16.0		*		16.2
Year Coverage:		90		86		88

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in micrograms per cubic meter.
National exceedances are shown in **orange** . State exceedances are shown in **yellow** .
An exceedance is not necessarily a violation.
State and national statistics may differ for the following reasons:
State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.
State and national statistics may therefore be based on different samplers.
State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

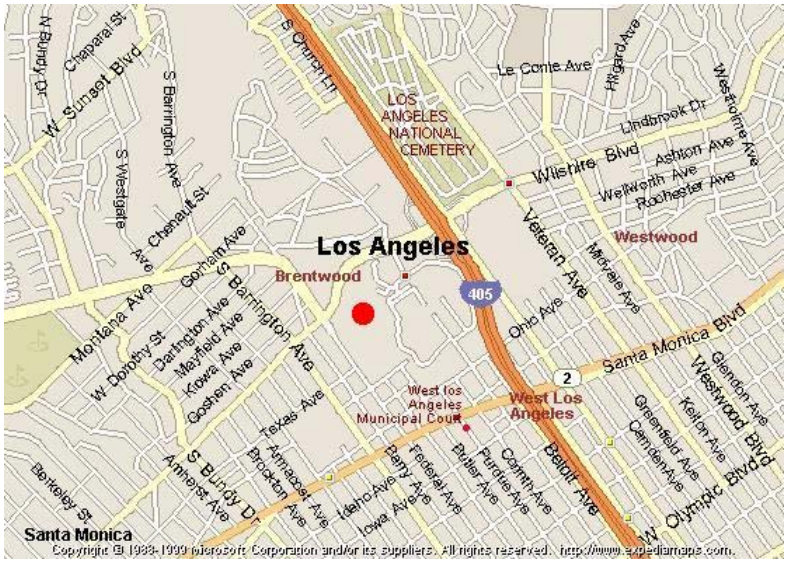
Switch: Hourly Ozone | 8-Hour Ozone | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

6097

Quality Assurance
Site Information for Los Angeles - VA Hospital

This page last reviewed on May 15, 2008



AIRS Number	ARB Number	Site Start Date	Reporting Agency and Agency Code
060370113	70091	3/1/93	South Coast AQMD (061)

Site Address	County	Air Basin	Latitude	Longitude	Elevation
Wilsire Bl & Sawtelle, Los Angeles CA 90025	Los Angeles	South Coast	34° 3' 2"	118° 27' 24"	61

Pollutants Monitored (click on parameter link for real-time data)
CO, NO_2, O_3, TSP, Wind Direction, Horizontal Wind Speed

Site Photos	Photo Sequences	Site Surveys
--Select Photos--	--Select Position And Direction--	--Select Survey--

Other ARB Database Information	Real-Time Met Data	Aerial Photos and Topo Maps Of Site
--Select Database--	--Select Data Server--	--Select External Map--

Site Information Menu Top Page | Quality Assurance Programs | Search QA Site Information Database

For real-time air quality data visit: Air Quality and Meteorological Information System (AQMIS)

For further information contact:

Merrin Wright, *Manager*
Quality Assurance Section

6098

Air Resources Board

iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements

West Los Angeles-VA Hospital

FAQs

Year:	2006		2007		2008	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Jul 15	0.099	Sep 3	0.117	May 18	0.111
Second High:	Jun 3	0.098	Sep 2	0.105	Apr 28	0.101
Third High:	Sep 5	0.097	Aug 19	0.090	Oct 27	0.098
Fourth High:	Aug 23	0.093	Jul 26	0.085	Oct 1	0.093
# Days Above State Standard:		3		2		3
California Designation Value:		0.11		0.10		0.10
Expected Peak Day Conc.:		0.107		0.103		0.100
# Days Above Nat'l Standard:		*0*		*0*		*0*
National Design Value:		*0.107*		*0.109*		*0.101*
Year Coverage:		98		98		96

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in parts per million.
The national 1-hour ozone standard was revoked in June 2005 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* .
State exceedances are shown in **yellow** . Exceedances of the revoked national 1-hour standard are shown in *orange* .
An exceedance is not necessarily a violation.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

Switch: 8-Hour Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

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Highest 4 Daily Maximum 8-Hour Ozone Averages

West Los Angeles-VA Hospital

FAQs

Year:	2006		2007		2008	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National:						
First High:	May 14	0.074	Sep 2	0.087	May 18	0.096
Second High:	Sep 18	0.074	Sep 3	0.083	Apr 28	0.082
Third High:	Jun 3	0.069	Aug 19	0.069	Apr 27	0.075
Fourth High:	Aug 23	0.068	May 19	0.067	Jun 21	0.073
California:						
First High:	May 14	0.074	Sep 2	0.088	May 18	0.097
Second High:	Sep 18	0.074	Sep 3	0.084	Apr 28	0.082
Third High:	Jun 3	0.069	Aug 19	0.070	Apr 27	0.075
Fourth High:	Aug 23	0.068	May 19	0.068	Jun 21	0.074
National:						
# Days Above '08 Nat'l Std.:		0		2		2
'08 Nat'l Std. Design Value:		0.073		0.070		0.069
National Year Coverage:		98		98		96
California:						
# Days Above State Standard:		2		2		8
California Designation Value:		0.084		0.077		0.075
Expected Peak Day Conc.:		0.084		0.081		0.079
California Year Coverage:		98		97		96

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All averages are expressed in parts per million.
National exceedances are shown in **orange** . State exceedances are shown in **yellow** .
An exceedance is not necessarily a violation.
Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

6100

LOS ANGELES CIVIC CENTE, CALIFORNIA (045115)

Period of Record Monthly Climate Summary

Period of Record : 1/ 1/1914 to 12/31/2005

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	66.4	67.4	68.8	71.1	73.1	77.1	82.4	83.2	81.8	77.5	72.9	67.6	74.1
Average Min. Temperature (F)	48.4	49.7	51.2	53.5	56.6	59.8	63.1	64.0	62.7	58.8	53.3	49.3	55.9
Average Total Precipitation (in.)	3.18	3.44	2.45	1.04	0.26	0.06	0.01	0.06	0.28	0.44	1.30	2.37	14.91
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 99.5% Min. Temp.: 99.5% Precipitation: 99.5% Snowfall: 41.6% Snow Depth: 41.6%
Check Station Metadata or Metadata graphics for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

6101

U C L A, CALIFORNIA (049152)

Period of Record Monthly Climate Summary

Period of Record : 7/ 1/1948 to 12/31/2005

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	65.7	66.4	66.5	68.4	69.3	72.2	76.7	77.8	77.7	74.9	71.0	66.6	71.1
Average Min. Temperature (F)	49.9	50.4	50.4	52.5	55.1	57.9	61.0	61.9	61.3	58.4	54.4	50.7	55.3
Average Total Precipitation (in.)	4.05	4.35	2.74	1.11	0.28	0.08	0.01	0.11	0.22	0.49	1.81	2.41	17.64
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 98.5% Min. Temp.: 98.5% Precipitation: 98.6% Snowfall: 98.6% Snow Depth: 98.6%
Check Station Metadata or Metadata graphics for more detail about data completeness.

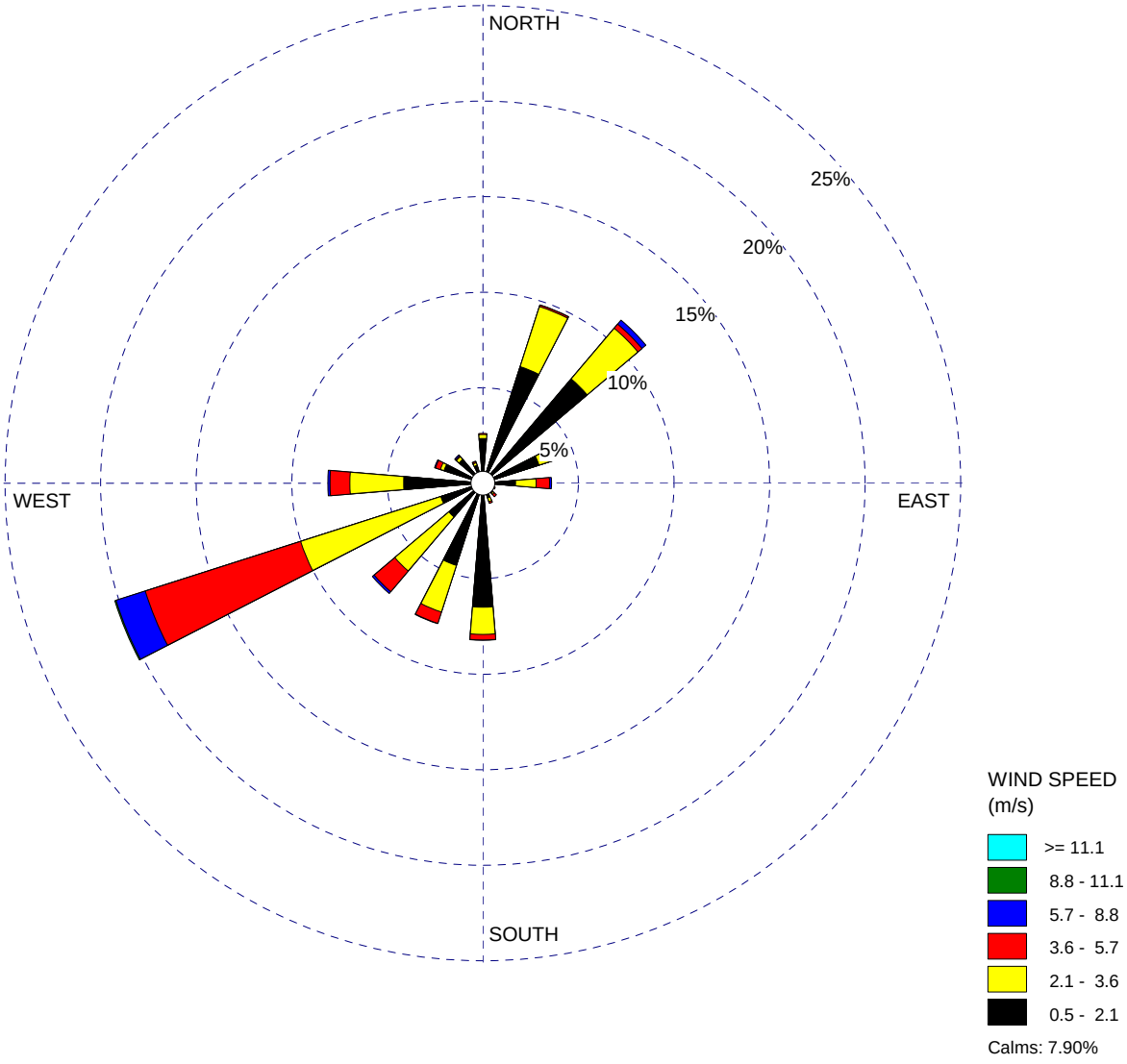
Western Regional Climate Center, wrcc@dri.edu

WIND ROSE PLOT:

Station #52075

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS: Downtown Los Angeles	DATA PERIOD: **1981** **Jan 1 - Dec 31** **00:00 - 23:00**	COMPANY NAME: **ICF Jones & Stokes**	
		MODELER: **Victor Ortiz**	
	CALM WINDS: **7.90%**	TOTAL COUNT: **8760 hrs.**	
	AVG. WIND SPEED: **2.21 m/s**	DATE: **12/1/2008**	PROJECT NO.: **00629.08**

Architectural Resources Technical Report
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California

Prepared for:

Los Angeles County
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Prepared by:

ICF International
811 West 7th Street, Suite 800
Los Angeles, CA 90017
(213) 627-5376

~~April 2010~~March 2011

This document should be cited as:
ICF International. ~~2010~~2011. Architectural Resources Technical Report for the Wilshire Bus Rapid Transit Project. Los Angeles, CA. April. (ICF International 00629.08.) Prepared for the Los Angeles County Metropolitan Transportation Authority. Los Angeles, CA.

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Acronyms

ACHP	Advisory Council on Historic Preservation
California Register	California Register of Historical Resources
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRA	Community Redevelopment Area
DPR	Department of Parks and Recreation
FTA	Federal Transit Administration
HCM	City of Los Angeles Historic Cultural Monument
LACMTA	Los Angeles County Metropolitan Transportation Authority
NHPA	National Historic Preservation Act
PWA	Public Works Administration
USGS	U.S. Geological Survey
VA	Veterans Administration

Summary

Project Overview

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has initiated the Wilshire Bus Rapid Transit Project within a 12.5-mile segment of Wilshire Boulevard, between downtown Los Angeles and the City of Santa Monica. The project route excludes the City of Beverly Hills. The cultural resources survey was performed at the request of LACMTA to comply with the regulations of Section 106 of the National Historic Preservation Act (NHPA, 36 CFR Part 800, hereafter Section 106) and the California Environmental Quality Act (CEQA). Using federal funds administered by the Federal Transit Administration (FTA), LACMTA proposes to fund construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County. The project converts existing curbside lanes to peak period bus lanes by repaving and/or re-striping and creates approximately 1.5 miles of new curbside bus lanes through selective street widening or jut-out removal. Section 106 applies to proposed projects that involve funding, licensing, permitting or approval by a federal agency. This technical report documents FTA's compliance with Section 106, including evaluation of architectural resources within the Area of Potential Effects (APE) using the National Register of Historic Places (National Register) Criteria for Evaluation (36 CFR Part 60) and the potential effects on those properties using the Section 106 Criteria for Adverse Effect (36 CFR §800.5).

Project Description

As a result of consultation with the California State Historic Preservation Officer (SHPO) on April 3, 2008, for the purposes of the built environment survey, only those areas where changes would occur to curbs and sidewalks would be included in the Area of Potential Effects (APE). This area is bounded by Comstock Avenue to the east and Malcolm Avenue to the west, and continues between Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue[1] (see map in Appendix C). The remainder of the proposed project alignment involves lane repaving and/or restriping, would not involve any physical changes to any architectural resources or sidewalk, has no potential to affect historic properties, and is excluded from the APE. ~~Two~~ Four project alternatives have also been identified, including a No Project Alternative, and Alternative~~s~~ A (Truncated Without Jut-out Removal), A-1(Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and A-2 (Truncated Project, Including Bus Lanes from South Park View Street to san Vicente Boulevard) that involve~~s~~ a smaller project corridor. For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

[1] The APE does not include the north side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; therefore, the Veterans Administration land that includes the Wadsworth Theater and Chapel were not surveyed.

Findings

Two previously identified historic properties are located in the APE: 1) the Chateau Colline, 10335 Wilshire Boulevard, listed in the National Register on May 22, 2003 and 2) the Veterans Administration (VA) National Home Branch historic district[2], determined eligible for the National Register on November 11, 1980 (see map in Appendix C). As a result of this study, 21 architectural resources were identified in the APE that required application of the National Register Criteria for Evaluation. Of those 21 resources, FTA's Section 106 identification effort determined the following six properties eligible for listing on the National Register; 1250 Federal Avenue, 10375 Wilshire Boulevard, 10401 Wilshire Boulevard, 10416 Wilshire Boulevard, 10497 Wilshire Boulevard, and 10822 Wilshire Boulevard. These properties were found eligible for the National Register under Criterion C at a local level of significance. These eight historic properties are also listed in or eligible for listing in the California Register of Historical Resources (California Register), and are therefore, historical resources for the purposes of CEQA.

Based on field observations and review of the proposed project changes to the sidewalks adjacent to the eight historic properties, none of the characteristics that qualify those historic properties for inclusion in the National Register would be affected.

This technical report is being submitted to SHPO for concurrence with the determinations of National Register eligibility and the Section 106 finding of "no historic properties affected" with regard to architectural resources. A separate technical report is being prepared for Section 106 and CEQA compliance regarding the identification and potential effects on archaeological resources.

[2] The VA National Home Branch historic district is composed of 5 determined-eligible buildings south of Wilshire Boulevard. North of Wilshire Boulevard, there are 18 determined-eligible buildings and 2 listed buildings: the Wadsworth Chapel and the Los Angeles Pacific Waiting Shelter.

Introduction

At the request of Los Angeles County Metropolitan Transportation Authority (LACMTA), ICF conducted an intensive level survey of the proposed Wilshire Bus Rapid Transit Project route. Using federal funds, LACMTA proposes to fund construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute U.S. Geological Survey (USGS) topographic maps.

The project route is divided into segments of non-construction related work, such as the repaving and/or restriping of Wilshire Boulevard, and ground disturbing construction work, such as the selective widening of Wilshire Boulevard and reconstruction of curb lanes. As a result of consultation with the California State Historic Preservation Officer (SHPO) on April 3, 2008, for the purposes of the built environment survey, only those areas where changes would occur to curbs and sidewalks would be included in the Area of Potential Effects (APE). This area is bounded by Comstock Avenue to the east and Malcolm Avenue to the west, and continues between Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue[3] (see map in Appendix C). The remainder of the proposed project alignment primarily involves lane repaving and/or restriping, would not involve any physical changes to any architectural resources or sidewalk, has no potential to affect historic properties, and is excluded from the APE. The City of Beverly Hills is not included in this project.

City and County of Los Angeles Project Components

Geographically, the key elements of the proposed project can be discussed based upon specific segments of the 9.9-mile Wilshire Boulevard corridor under consideration. From east to west, these project segments can be summarized as follows:

- From Valencia Street to Western Avenue (approximately 2.5 miles), existing curb lanes would be converted to peak period bus lanes.
- From Western Avenue to Fairfax Avenue (approximately 3.0 miles), curb lanes would be reconstructed/resurfaced and converted to peak period bus lanes. The curb lanes in this segment have deteriorated to the point that both buses and vehicles seldom use the lanes because of extreme rough and uneven pavement conditions. Reconstruction of the roadway base (below the pavement surface) and curb and gutters, where damaged, would not only allow buses to consistently use the curb lanes but also improve the traffic capacity of the two adjacent lanes (in each direction) by moving buses from the curb-adjacent lanes to the curb lanes, thereby improving both the vehicular and transit levels of service in this segment.
- From Fairfax Avenue to the Beverly Hills city limits at the intersection of San Vicente Boulevard and Wilshire Boulevard (approximately 0.6 mile), existing curb lanes would be

[3] The APE does not include the north side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; therefore, the Veterans Administration land that includes the Wadsworth Theater and Chapel were not surveyed.

converted to peak period bus lanes. The lanes in this segment need only minor surface repairs.

- Within the Beverly Hills city limits (2.6 miles), no bus lanes would be implemented.
- From the Beverly Hills city limits, west of the intersection of Wilshire Boulevard and Santa Monica Boulevard, to Comstock Avenue (approximately 0.5 mile), existing curb lanes would be converted to peak period bus lanes.
- From Comstock Avenue to Malcolm Avenue (approximately 1.0 mile), various curb improvements, including jut-out removal and realignment of curbs, would be necessary. This would allow the realignment of curbs to create new curb lanes, thereby adding peak period bus lanes. A number of parking spaces would be removed in this segment as a result of the removal of the curb jut-outs.
- From Malcolm Avenue to Sepulveda Boulevard (approximately 0.8 mile), existing mixed flow curb lanes would be converted to peak period bus lanes.
- From Sepulveda Boulevard to Bonsall Avenue (approximately 0.2 mile), no bus lanes would be implemented. However, at Sepulveda Boulevard, the eastbound left-turn pocket would be lengthened by approximately 470 feet to accommodate a greater number of vehicles that are currently queued in the No. 1 eastbound traffic lane, resulting in full use of the No. 1 lane for through traffic movements.
- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width of 10 feet. Both eastbound and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on the north and south sides, allowing restriping of the street and creation of a new eastbound peak period bus lane and conversion of the existing westbound curb lane to a peak period bus lane. The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. The widening of this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Centinela Avenue to Bonsall Avenue.
- From Barrington Avenue to Centinela Avenue (approximately 0.8 mile), existing curb lanes would be converted to peak period bus lanes.

Project Alternatives

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue includes the development of 7.7 miles of bus lanes as compared to the 9.7 miles with the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from Valencia Avenue to South Park View Street, totaling 0.7 mile; from Comstock Avenue to Selby Avenue, totaling 1.0 mile; and from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-1, an additional 0.6 mile of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a transit signal priority (TSP) communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; Inclusion of an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard; Elimination of the bus lane between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue); Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard includes the development of 5.4 miles of bus lanes within the project limits of

Wilshire Boulevard and Valencia Street to Wilshire Boulevard and Centinela Avenue, as compared to the 9.7 miles developed under the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from the western border of the City of Beverly Hills to Centinela Avenue, totaling 3.8 miles. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-2, up to an additional 2.0 miles of curb lane reconstruction/resurfacing would occur between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a TSP communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; Inclusion of up to an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard; Elimination of the bus lane from the western border of the City of Beverly Hills to Centinela Avenue; and Retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Section 106 of the National Historic Preservation Act

Section 106 requires federal agencies, or those they fund or permit, to consider the effects of their actions on *historic properties*. These are defined by Advisory Council on Historic Preservation (ACHP) regulations (36 Code of Federal Regulations [CFR] Part 800) for implementing Section 106 as follows:

> *Historic property* means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP criteria [36 CFR Section 800.16(l)].

To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated for listing in the NRHP. For projects involving a federal agency, cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and
>
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) that are associated with the lives of persons significant in our past; or

(c) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

California Environmental Quality Act

In accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it "causes a substantial or potentially substantial adverse change in the significance of an historical resource."

According to CEQA (Public Resources Code Section 21084.1), historical resources include any resource listed or determined eligible for listing in the California Register of Historical Resources (CRHR). Properties listed or determined eligible for listing in the NRHP, such as those identified in the Section 106 process, are automatically listed in the CRHR. Therefore, all *historic properties* under federal preservation law are automatically *historical resources* under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a qualified historical resource survey.

State law in Title 14, California Code of Regulations (CCR) Section 4850, defines *historical resource* as follows:

> Any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.

For the purposes of CEQA, historical resource is further defined under Public Resources Code Section 15064.5 as a "resource listed, or determined eligible for listing, in the California Register."

Section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources and the potential effects of a project on such resources. Generally, the lead state agency shall consider a cultural resource to be *historically significant* if the resource meets any of the following criteria for listing in the CRHR:

- The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- The resource is associated with the lives of persons important in our past;

- The resource embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects such as the proposed project. Briefly, archival and field surveys must be conducted, and identified cultural resources must be inventoried and evaluated in prescribed ways.

Environmental Setting

Historic Context

Historic Background

The Rancho San Jose de Buenos Ayres

The community of Westwood lies within the historic boundaries of the Rancho San Jose de Buenos Ayres, originally comprising 4, 400 acres and extending from present-day Pico Boulevard on the south, Sepulveda Boulevard on the west, the foothills on the north, and Beverly Hills to the east. It is characterized by flat lands on the south and hilly topography on the north. The Los Angeles Country Club runs north/south along its eastern boundary north of Santa Monica Boulevard; Wilshire Boulevard bisects the original Rancho San Jose de Buenos Ayres tract boundaries. Century City, Twentieth Century Fox Studios, and Rancho Park are located at its southeastern corner.

The Rancho San Jose de Buenos Ayres was granted to Don Maximo Alanis, a military officer, by a judge at the Pueblo of Monterey in 1826. He named the hilly landscape, dotted with sycamore trees, the "ranch of the beautiful breezes."[4] Unlike other Spanish officers who were granted hundreds of thousands of acres for their service, Alanis received a property of relatively small size, a distinction he later noted in his will. Don Maximo Alanis lived on the rancho with his first wife, Juana Miranda, who died in 1823, leaving a daughter, Maria Dorotea; and later with a second wife, who bore him four more children. After nearly twenty years on his small ranch, surrounded by powerful landowners, Alanis became wary of the intentions of one neighbor, Francisco Sepulveda, and in 1843 he petitioned Governor Micheltorena to grant confirmation of his legal title to the property. "I, Jose Maximo Alanis," he wrote, "a citizen of the town of Rosario [Sinaloa, Mexico], and a resident of the city for a trifle over sixty years comes before your Excellency praying in the following terms…"[5] As a result of his petition, Alanis' title was confirmed, and he resided on the rancho until his death in 1851.

Following Don Maximo Alanis' death, the rancho passed to his five children, who sold their interests to American businessmen.[6] Alanis died the same year that Congress passed the Land Act of 1851, and his heirs faced the "biases of the law itself," as Douglas Monroy has described the law. Californios proved their ownership of land before a panel of three commissioners, who "proceeded from the assumption that all titles were invalid until proved otherwise."[7] Some Californianas, such as Isabel Yorba, whose family was granted the Rancho Santiago de Santa Ana, fought for their claims.[8] Years after Don Alanis' death, during the 1930s, descendants of

[4] Westwood-Holmby Historical Society, "Westwood-Holmby Hills Community," history of Westwood included in brochure celebrating the 60th Anniversary of Westwood, 1989.
[5] Clary, *History of the Law Firm of O'Melveny & Myers: 1885-1965, Volume II*, 497.
[6] Ibid.
[7] Douglas Monroy, *Thrown Among Strangers: The Making of Mexican Culture in Frontier California* (Berkeley: UC Press, 1990), 203.
[8] Lisabeth Haas, *Conquests and Historical Identities in California: 1769-1936* (Berkeley: University of California Press, 1995), 83.

Figure 1: Westwood Observation Tower[9]

[9] Located at Beverly Glen and Wilshire, 1920. Los Angeles Public Library Photo Database No. 00042104.jpg. According to architectural historian Jim Heimman, "An observation tower serves as a real estate gimmick allowing potential property owners to peruse their lot." The building was constructed in the Programmatic architectural style, which flourished in Los Angeles with the advent of the automobile [Heimann, Jim. 2001. *California Crazy and Beyond: Roadside Vernacular Architecture.* San Francisco: Chronicle Books, pp. 10–11 and 50–51].

Alanis' oldest daughter, Maria Dorotea, would argue that she should have inherited a half-interest of the rancho through her mother. Maria Dorotea Alanis's descendants claimed her property rights during the Janss period, when the rancho was being subdivided, presumably motivated by the great rise in the value of the land. At Don Maximo Alanis's death, the property was valued at $600; after ownership transferred several times, pioneer John Wolfskill purchased the rancho in 1884 for "40,000 in gold coin."[10]

Three years after purchasing the rancho, John Wolfskill deeded 300 acres of the Rancho San Jose de Buenos Ayres to the federal government to construct the Old Soldier's Home.[11] He sold the remaining land to the Santa Monica Land & Company, who attempted to develop the town of "Sunset" on the property. According to historian Glenn Dumke:

> Sunset, recorded November 26 [1887], was platted by the Los Angeles and Santa Monica Land and Water Company, which had purchased the Wolfskill Ranch for $440,000. A townsite, surrounded by ten-acre farm tracts, was laid out, water was developed, a hotel partially completed, and a newspaper begun. Transportation facilities were emphasized: a 'foothill' interurban railway was to cross the townsite, and a 'grand boulevard' was to form the main thoroughfare between Los Angeles and Santa Monica. Sunset, however, was doomed from the start. Its promoters began late, and the speculation's height was past before the venture was well under way. Sunset's hotel was later used as a hay barn, until it burned down some years afterward.[12]

Like many other "boomtowns," as these speculative developments were called, that became "ghost towns," the enterprise failed, leaving only the Sunset Park Cemetery (now Westwood Memorial Park Cemetery) as a cultural landscape that remains from that period.[13]

Following the failure of Sunset, rancho lands were sold to the Los Angeles Country Club in 1902 and to Alphonso Bell, developer of Bel Air. The remaining 3,300 acres of the original Rancho San Jose de Buenos Ayres reverted to Wolfskill,[14] who constructed a house near what is the present-day site of the Mormon Temple, at Santa Monica Boulevard and Overland Avenue. At Wolfskill's death in 1913, the 3,300-acre Wolfskill Ranch was the largest remaining undeveloped tract of land in west Los Angeles. "This land out here was the cream of all left unsubdivided," remembered Harold Wilkins, Janss Investment Corporation vice-president, "It was really a city in itself."[15]

[10] Clary, *History of the Law Firm of O'Melveny & Myers: 1885-1965, Volume II*, 499.
[11] Harold Janss, "History of the Janss Family," written circa 1940, Katy Lain collection.
[12] Glenn S. Dumke, *The Boom of the Eighties in Southern California* (San Marino: Huntington Library, 1944), 176.
[13] Ibid.
[14] Westwood-Holmby Historical Society, "Westwood-Holmby Hills Community," brochure celebrating the 60th Anniversary of Westwood, 1989.
[15] Gerald Faris, "Pioneer A. H. Wilkins Recalls Dynamic History of 'Village,'" *West Los Angeles Citizen*, January 10, 1963.

Figure 2: Westwood Memorial Park[16]

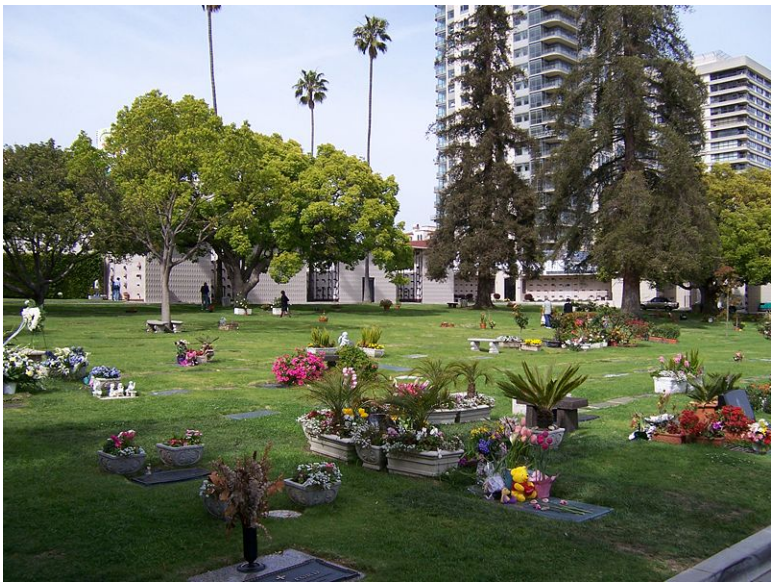

Figure 3: Rancho San Jose de Buenos Ayres (Westwood)[17]

[16] Photo available at www.en.wikipedia.org. Accessed: August 2008. Westwood Memorial Park, City of Los Angeles Historic Cultural Monument (HCM) #731, adopted May 16, 2003, dates from the rancho period, before the development of Westwood [City of Los Angeles. n.d. Planning Department web site].

[17] Los Angeles Public Library Photo Database No. 00045199.jpg. Aerial view from 1922.

Subdividing the Rancho: Arthur Letts and Janss Investment Corporation, UCLA, and Westwood, Westwood Hills, and Holmby Hills

After Wolfskill's death in 1913, his heirs sold the remaining 3, 300 acres of the Rancho San Jose de Buenos Ayres to retailer Arthur Letts, founder of the Broadway and Bullock's department stores. Arthur Letts purchased the Wolfskill Ranch with the purposes of subdividing the land.[18] An Englishman who had arrived in Los Angeles in 1896, after many failed ventures in Canada and Seattle, Letts rescued a bankrupt department store at the corner of 4th and Broadway in downtown Los Angeles and built a retail empire that would include the Broadway Department Store and Bullock's.[19] "Sir Arthur," as he was called by local businessmen,[20] constructed his personal residence in 1905, on a hillside at Franklin and Kenmore Avenues in what is now Los Feliz. Holmby House, named after his hometown of Holdenby, England, was designed in the Tudor Revival style by architects Robert F. Train and Robert E. Williams, and the estate featured magnificent gardens composed of Letts' international collection of plantings.[21]

A real estate investor and developer, Letts subdivided parcels adjacent to his Hollywood estate, platting the Holmby Avenue Tract between Franklin Avenue and Hollywood Boulevard circa 1905.[22] Following Letts' premature death in 1923, the Holmby House property was subdivided by Letts' son-in-law, Harold Janss, and his brother, Edwin, vice-president and president, respectively, of the Janss Investment Corporation.[23] Subsequently, Arthur Letts' son, Arthur Letts, Jr., incorporated the plantings and marble planters into the landscape of his new estate in the Janss development of Holmby Hills, now known as the Playboy Mansion.[24]

A prominent civic leader and philanthropist, Arthur Letts had served on the board of the Los Angeles Normal School, which would become the University of California Southern Branch, and ultimately, the University of California Los Angeles. As a trustee, Letts had envisioned the Rancho San Jose de Buenos Ayres site as the location of the new University of California, with new subdivisions attracting the city's middle- and upper-class residents away from existing neighborhoods located near downtown.[25] Letts had played a similar role in the westward expansion of Los Angeles by financing the Bullock's Wilshire building, which would lure shoppers away from downtown and harken a new commercial era along Wilshire Boulevard after it was built in 1926. Before Letts's death, he chose the Janss Investment Corporation to subdivide the Rancho San Jose de Buenos Ayres. Arthur Letts's youngest daughter, Gladys, had married Harold Janss in 1911.[26] Although related by marriage to Letts, and thus positioned well to subdivide his holdings, the Janss brothers were an established real estate development entity in Los Angeles by 1919. Founded by Dr. Peter Janss in 1899, the Janss

[18] Kilner, *Arthur Letts, A Biography*, 174-175.
[19] Ibid., 84-85.
[20] Clary, *History of the Law Firm of O'Melveny & Myers: 1885-1965, Volume II*, 500-501. Pioneer Los Angeles attorney Henry O'Melveny considered Arthur Letts a personal friend, as well as a long-time client, and usually referred to him as "Sir Arthur." Henry O'Melveny assisted Arthur Letts in the Wolfskill Ranch transaction.
[21] Kilner, *Arthur Letts, A Biography*, 171; Sam Watters, *Houses of Los Angeles: 1885-1919, Volume I* (1885-1919), 121.
[22] Ibid., 171.
[23] Watters, *Houses of Los Angeles: 1885-1919, Volume II (1920-1935)*, 126.
[24] Ibid., 209; see also notes, 374.
[25] Kilner, *Arthur Letts, A Biography*, 176-177. A scholarly article, published in the *Southern California Quarterly* in Spring 2006, raises questions about this Letts/Janss narrative of UCLA history. Authors of "UCLA's Forgotten Forefather," argue that in his efforts on behalf of the Los Angeles State Normal School, Senator Reginald Francisco del Valle created the "institutional platform from which grew and developed the UCLA campus." See David E. Hayes-Bautista, Marco Antonio Firebaugh, Cynthia L. Chamberlin, and Christina Gamboa, "Reginald Francisco del Valle: UCLA's Forgotten Forefather," *Southern California Quarterly* 88, no 1 (2006), 1-35.
[26] Harold Janss, "History of the Janss Family," written circa 1940 (Katy Lain collection), 1.

Investment Company transitioned from developers of Los Angeles' early streetcar suburbs in Boyle Heights and Owensmouth, among others, to community builders in Westwood during the first decades of the twentieth century, a trajectory that is illustrative of transportation and suburbanization patterns in Los Angeles.[27]

The Janss story in Los Angeles began in 1893 when Dr. Peter Janss, who had first immigrated to Grand Island, Nebraska from Brockdorf, Germany, arrived in the city. By that year, Los Angeles had somewhat recovered from a real estate bust, following upon the great booms of the 1880s.[28] When Dr. Peter Janss arrived, he intended to practice medicine, as he had done in Grand Island and Chicago. Though some have considered him something of a traveling quack and his professional qualifications somewhat suspect, Janss did present himself as a serious practitioner and published his own medical encyclopedias.[29] But Janss soon found himself involved in the real estate business, like many new arrivals, first investing in a small subdivision called Wellington Heights in East Los Angeles. Following upon that success, he established the family business in 1901, bringing his sons Dr. Edwin and Harold into the firm by 1906.[30] Peter Janss' first real estate office was located in one room of the Mason Building downtown at Fourth and Broadway. From the office, Janss sold Boyle Heights lots. In 1911, the company moved to offices in the Pacific Electric Building, later expanding into the Subway Terminal Building and their Uptown Branch Office Building, constructed in 1928, located on Western Avenue.[31]

Janss began subdivision of the Belvedere Gardens Tract, which became Boyle Heights, from 1905-1910.[32] According to historian Becky M. Nicoladies, who has studied Janss real estate strategies, the company offered customers in Belvedere two options: "a humble dwelling or an empty lot…for $625, a family could buy a two-room shack with no bathroom. A family seeking to build could purchase a larger lot for $10 per month, then live in temporary quarters while constructing." Janss provided opportunities for workers with limited capital and encouraged owner-built housing, which Nicolaides has argued became the basis for working-class suburban home ownership in Los Angeles.[33] In 1914, Edwin Janss was asked to provide testimony on home ownership in Los Angeles before a Commission on Industrial Relations. Janss claimed that "a greater percentage of wage earners owned homes in Los Angeles than in any other city."[34] From early on, Janss prided itself on providing homeownership opportunities for the working class.

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[27] The Historic Context Statement for "Historical Residential Suburbs in the United States, 1830-1960," Multiple Property Documentation Form, prepared by historians Linda Flint McClelland and David L. Ames, on behalf of the National Park Service (September 2002), identifies four subtypes: "Subtype 1-Railroad and Horsecar Suburbs, 1830-1890"; Subtype II-Streetcars Suburbs, 1888-1928"; "Subtype 3-Early Automobile Suburbs, 1908-1945"; and "Subtype IV-Post-World War II and Early Freeway Suburbs, 1945-1960." Over their 100-year history in Los Angeles, Janss developed three of these four subtypes. More research should be conducted.

[28] Dumke, *The Boom of the Eighties*, 262.

[29] See UCLA's Department of Special Collections for copy of *Janss' medical cyclopaedia : a complete medical library for families, students and physicians with copius illustrations, glossary and complete index / by P. Janss*, published/distributed: Chicago, Ill. : P. Janss, 1894. See also *Nostrum and Quackery*, a publication of the American Medical Association (Chicago: American Medical Association Press, 1912).

[30] Harold Janss, "History of the Janss Family," 2.

[31] "Moving Day, Anniversary," *Los Angeles Times*, May 23, 1926, pg. E, ProQuest Historical Newspapers Los Angeles Times (1881 - 1986).

[32] Patricia Allen, *Janss A Brief History* (Thousand Oaks: Janss Recognition Committee), 1978, 2.

[33] Becky M. Nicolaides, "'Where the Working Man is Welcomed': Working-Class Suburbs in Los Angeles, 1900-1940," *Pacific Historical Review* 68, 4 (November 1999). Mike Davis has also researched Janss' participation in the creation of Los Angeles' early industrial suburbs.

[34] Catherine Mulholland, *The Owensmouth Baby, : The Making of a San Fernando Valley Town* (Northridge: Santa Susana Press, 1987), 78.

Figure 4: Byzantine-influenced Janss Investment Company Uptown Branch Building (Sokol Hall)[35]

Figure 5: Janss Ad for Belvedere Subdivision, 1910.

Display Ad 253 -- No Title
Los Angeles Times (1886-Current File); Apr 17, 1910; ProQuest Historical Newspapers Los Angeles Times (1881 - 1986) pg. VI5

Janss Tract

The Highest, Healthiest Lots In Los Angeles

$4000 at Westlake **$400 at Belvedere**

All the advantages of higher-priced property can be had at the Janss Tract for one-tenth the price. Four and five-room bungalows, $1650 to $2650.

TERMS—$100 to $250 cash, balance $20 to $30 monthly. Cement walks, curbs, street work, water—all in.

CAR SERVICE—Twenty minutes on the East First street 5c yellow car. Stores, schools and churches near the tract.

Get in with the early buyers. Take East First street car to end of line—Hammel & Gage—and see GEO. W. MOORE, Tract Agent, or

Janss Investment Company

320-335 Pacific Electric Bldg., 6th and Main.

Home 10345. Broadway 2468.

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[35] Located at 500–508 Western Avenue, HCM #588, declared November 30, 1993, designed by Percy Lewis, 1928 [City of Los Angeles Planning Department].

Another early Janss development in Owensmouth (now Canoga Park), was located at the end of a streetcar line in the far west San Fernando Valley. Janss was hired by the Los Angeles Suburban Homes Company to promote the development. H.J. Whitley, another prominent developer, praised Dr. Peter Janss' accomplishments in his twenty-odd years in the business:

> He has taken cheap property that was for years a chestnut and by building cheap houses costing two or three hundred dollars and upwards, and by letting people do as they wish without any particular restrictions, and also with the energy and management he has put behind the proposition, he has done what few men are capable of.[36]

To aid development of real estate, Janss formed water companies to supply water to various subdivisions, including Belvedere Water Company.[37] In subdividing the Rancho San Jose de Buenos Ayres, Janss also organized several smaller companies, including Janss Company, Janss Investment Company, Westwood Mortgage and Investment Company, Fox Realty Company, Fox-Westwood Realty Company, and Westwood Hills Federal Savings & Loan Company. Later, the various companies merged into Janss Investment Corporation.[38]

In his "History of the Janss Family," Harold Janss explained the firm's practices of real estate subdivision and improvement:

> In subdividing and improving our properties, we had an Engineering Department do all the surveying and platting and recording of maps, and also, an Improvement Department that put in all the improvements such as streets, sidewalks, curbs, storm drains, sewers, etc. We also had a Building Department that built many homes, apartments, store buildings, dormitories, etc. as part of the initial Westwood development. We had an 18-hole golf course. The Building Department, at one time, was so active that in order to facilitate securing material, we owned a lumber yard and a planning mill, and bought lumber in cargo lots.[39]

The Subdivision of Westwood, Westwood Hills, and Holmby Hills

Further subdivision of the Wolfskill Ranch area followed. As described in a Janss Investment Corporation account ("A Short History of Los Angeles"[40]):

> Following their success at Belvedere Gardens, the Company secured the famous Wolfskill Ranch, comprising 3300 acres in the heart of the westward foothill growth of the City. This property was proclaimed the most remaining in the Wilshire boulevard area with a view embracing the entire city from the mountains to the sea. This acreage was segregated into three separate and distinct districts – Westwood, Westwood Hills, and Holmby Hills – yet each dovetailing into one of the most ambitious community-development programs the West has ever seen. Westwood, a model residential community. Westwood Hills, as the city surrounding the great University of California campus site. Holmby Hills, an ultra fashionable and exclusive estate area.

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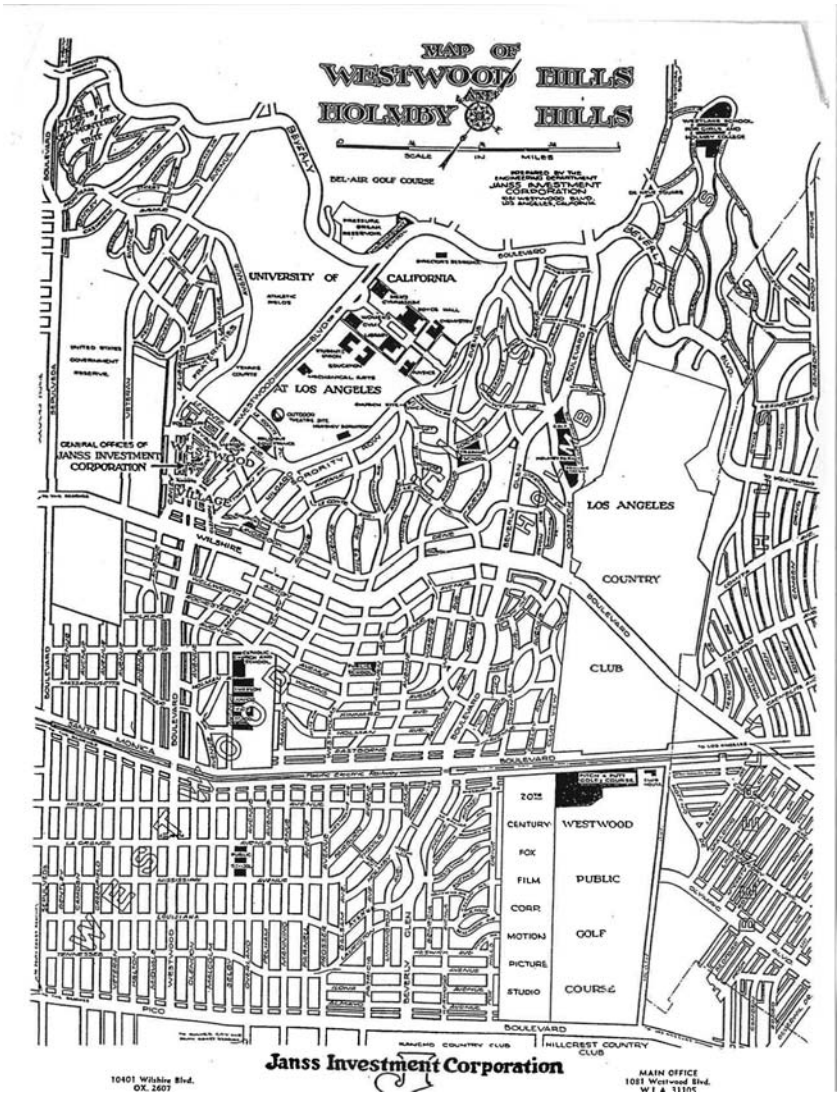
[36] Mulholland, *The Owensmouth Baby*, p. 24.
[37] Other Janss developments before 1945 include North Lankershim Lands, Yorba Linda, Ramona Acres (now Monterey Park) and Los Feliz. Lesser known real estate activities in Anaheim and Glendale, for example, should be further researched. Postwar developments have not been included in this historic context statement.
[38] Janss, "History of the Janss Family," 2.
[39] Harold Janss, "History of the Janss Family," written circa 1940 (Katy Lain collection), 3.
[40] Janss Investment Corporation 25th-Anniversary Brochure, "A Short History of Los Angeles," available at LAPL.

Janss began their earliest subdivisions on the south end of the Rancho San Jose de Buenos Ayres, between Pico and Santa Monica Boulevards, in 1922. Originally considered Westwood, the area located south of Olympic Boulevard is now called Rancho Park, a name that was attached to it after Olympic Boulevard cut through the original tract in 1936.[41] The tract combined single-family and multiple-family residential structures and a commercial district along Pico Boulevard. Rancho Park building stock featured Period Revival styles, with the Spanish Colonial Revival bungalow a heavy favorite. Architect Alan G. Siple worked prolifically for Janss, designing predominantly Revival style residences.[42]

Figure 6: Westwood Hills, Holmby Hills, Westwood Village[43]



[41] *Los Angeles Times. 1936.* How Olympic Boulevard's Route Extends to Sea Edge. April 19, p. D1. (ProQuest Historical Newspapers, *Los Angeles Times* [1881–1985]).
[42] Eleven Shadows. n.d. Kelton Homes Historical Preservation. Available: <http://www.elevenshadows.com/kelton.htm>. Accessed: October 23, 2008.
[43] Janss Investment Corporation. 1930. *Westwood Hills, Holmby Hills, Westwood Village*. Los Angeles, CA.

Figure 7 (from left to right): Alan G. Siple House, 1841–1843 S. Kelton (HCM #747); Pengelly House, 1845 S. Kelton (HCM# 746); Durham House, 1851 S. Kelton (HCM# 745) *(Adopted 3/28/2003. Photo by Charles Fisher.)*Error! Bookmark not defined.

Between 1924 and 1925, Janss developed the land between Wilshire and Santa Monica, and in 1926 broke ground north of Wilshire. According to Janss Co. Vice President, Harold Wilkins, "The north sold very fast…people wanted those high-priced homes. Beverly Hills was well developed by this time, and Bel Air started after we did." In 1926 Westwood Hills was annexed to the City of Los Angeles, and Westwood Village "opened up" in 1928.[44]

Westwood Village

Westwood Village is considered to be a national example of excellence in community planning. After the University of California announced its intentions to locate its new campus there, Janss planned for the community's "exceptional character," establishing design guidelines and enlisting prominent architects, such as Allison & Allison, Gordon Kaufman, S. Charles Lee, and Paul Williams.[45] A nationally significant urban planner was hired, Harland Bartholomew, who worked for three years on project development in concert with the director of the Los Angeles City Planning Department, Gordon Whitnall. Research was conducted nationwide, and as a result of these efforts, commercial development along Wilshire Boulevard was banned to allow automobile traffic to flow toward the ocean. The heart of the village lay with the Janss Building, located at the conjunction of Westwood, Broxton, and Kinross, and the first building to be constructed in Westwood in 1929. Because the village had no center, property values were maximized. Janss retained control over the choice of merchants and where they would be located. According to architectural historian Richard Longstreth, "Janss' remarkable conception did more than validate the efficacy of planned business development. The complex proved among the most successful ventures in the commercial expansion of Los Angeles during the interwar decades, despite a generally poor economic climate."[46]

[44] Gerald Faris, "Pioneer A. H. Wilkins Recalls Dynamic History of 'Village,'" *West Los Angeles Citizen*, January 10, 1963 (no page number). Clipping available in LAPL's California Index Database: http://www.lapl.org.
[45] Richard Longstreth 115-118
[46] Ibid, 170

Figure 8: Janss Investment Company "Dome" Building[47]Error! Bookmark not defined.

Holmby Hills

As part of subdivision plans for Holmby Hills, Harold and Edwin Janss commissioned grand estates for themselves which would serve as model homes for that development. Architect Gordon B. Kauffman designed a Mediterranean Revival estate for Harold Janss on S. Carolwood Avenue and a Mediterranean Revival estate for Edwin Janss on Sunset Boulevard (both demolished since 2000).[48] Strict architectural review was established, with utility and telephone lines buried underground, as in neighboring Bel-Air.[49] The Janss brothers donated an adjacent park to the city, Holmby Park, inside which is located a plaque dedicated to Arthur Letts.

Westwood Hills

In Westwood Hills, located to the east of UCLA, an upscale middle-class subdivision was planned. In their promotional brochure, Janss wrote, "Restrictions hold these houses to a high type, and these restrictions are designed to hold for years to come." Janss combined ambitious quality with what they called "the 'own-your-own home movement,' which is sweeping the nation…Thousands of people have attended the initial openings of Janss demonstration homes." Financing was provided by loan offices, insurance companies, and the FHA.[50]

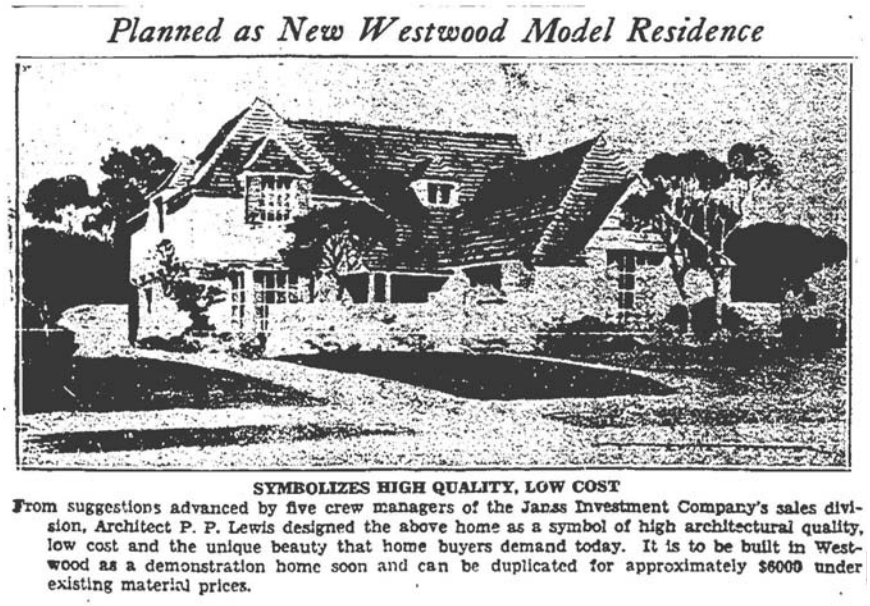
[47] City of Los Angeles HCM #364, declared December 21, 1988 [www.laokay.org].

[48] Watters, *Houses of Los Angeles: 1885-1919, Volume II (1920-1935)*, 129, 209, 307.

[49] Ibid., 209.

[50] Janss Investment Corporation, "Westwood Hills, Holmby Hills, Westwood Village," brochure and map, Westwood-Holmby Historical Society collection, circa 1931.

Figure 9: Westwood Model Residence[51]



Planned as New Westwood Model Residence

SYMBOLIZES HIGH QUALITY, LOW COST

From suggestions advanced by five crew managers of the Janss Investment Company's sales division, Architect P. P. Lewis designed the above home as a symbol of high architectural quality, low cost and the unique beauty that home buyers demand today. It is to be built in Westwood as a demonstration home soon and can be duplicated for approximately $6000 under existing material prices.

The northwestern corner of the Rancho San Jose de Buenos Ayres was subdivided into a tract originally called the "Streets of Monterey," echoing the Spanish and Mediterranean Revival themes of the overall development. This area, now called Westwood Hills, is an area of single-family residences located west of Veteran Avenue, south of Sunset Boulevard. During the 1930s, Janss sold lots, and homes in the tract were constructed in Period Revival styles, including Spanish Colonial Revival and Monterey Revival, employing favorite Janss architects Alan G. Siple and P.P. Lewis.[52] Some apartment buildings have been constructed along Sepulveda Boulevard, but the area retains its historic building stock of Period Revival homes.

North Village, Fraternity Row, Sorority Row

The North Village is located between Veteran Avenue on the west and UCLA on the east, near the Rancho San Jose de Buenos Ayres' northwestern boundary. It is a hilly site, characterized by Fraternity Row along Gayley Avenue and fraternity houses occupying parcels on neighboring streets. UCLA fraternities were constructed beginning in the 1930s through the 1940s, in the Mediterranean and Colonial Revival styles. The fraternity house of Kappa Sigma was designed by prestigious African-American architect Paul Williams, on behalf of Westwood Mortgage and Investment Company.[53] From 1929, multi-family residential buildings and apartments were built on the hilly site to house students and faculty members. Several Modern apartment buildings designed by Richard Neutra are located on Strathmore Drive.[54]

[51] *Los Angeles Times*. 1992. Planned as New Westwood Model Residence. August 7, p. 15.

[52] Jennifer Lisle, "Could be tough to live here (for Trojans)," *Los Angeles Times*, December 30, 2007.

[53] Johnson Heumann Associates, "Westwood Village: A Development History," Cultural Resources Documentation Report of Westwood Village for the Westwood Specific Plan, Gruen & Associates (1985), 16.

[54] Ibid, 17.

Figure 10: Richard Neutra's Strathmore Apartments[55]

Building in the North Village declined during the war but resumed after 1945, once construction materials became available. Colonial Revival style apartment buildings prevailed, until development pressures resulted in the replacement of older apartments with newer structures during the 1970s.[56] On the opposite end of campus, Janss placed Sorority Row, distancing it with Victorian propriety from its male counterpart. Architects were commissioned to submit Mediterranean Revival designs.[57]

According to architectural historian Jim Heimann, the Janss Westwood development was the most diverse of its time, appealing to all socioeconomic and class levels.[58] However, per standard industry practice during the 1920s through the 1960s in Los Angeles, the developers maintained and implemented strict restrictive covenants, perpetuating the segregation of residential space begun when the Los Angeles enacted its first zoning ordinances restricting industrial space to communities around the downtown core. The Los Angeles City Council passed its first zoning ordinance restricting industrial space in 1904, and subsequent ordinances in 1908 and 1909 established seven industrial and two residential districts in the City. By 1924, Los Angeles had become the eighth largest manufacturing center in the nation, with industries such as motion pictures, aviation, and oil dotting Los Angeles' agricultural regions. [59]

[55] Los Angeles Public Library Photo Database No. 00034143. Photograph by Julius Shulman, 1939.

[56] Johnson Heumann Associates, *Westwood Village*.

[57] Ibid, 14.

[58] Jim Heimann, "Building on the Past for a Future Westwood," *Los Angeles Times*, December 26, 1999, M-1.

[59] Greg Hise, "Industry and Imaginative Geographies," in Tom Sitton and William Deverell, eds., *Metropolis in the Making: Los Angeles in the 1920s* (Berkeley: University of California Press, 2001), 13-44.

Restrictive Covenants in Community Building

Like real estate developers on a national scale, developers in Los Angeles imposed restrictive zoning and covenants on their subdivisions. Historian George Sanchez's work has focused on that pattern of racial segregation in Los Angeles, and he writes that the first "racially restrictive covenant filed in Los Angeles occurred in 1902, using the all-inclusive term 'non-Caucasians' to define all who could not purchase property."[60] By the 1920s, an era of unprecedented population growth and immigration into Los Angeles with tensions exacerbated, including the rise of the Ku Klux Klan in the Southland, the instrument of racial exclusion had been perfected. Sanchez writes, "The racial covenants, coupled with other exclusionary measures, were highly effective by the 1920s, in affluent and working class communities throughout Southern California, with few African Americans, Latinos, or Asian Americans living outside of highly restricted areas."[61]

Mark Weiss has shown that the Los Angeles Realty Board played an important role in zoning and planning strategies.[62] Developers Walter Leimert and Janss, developers of Leimert Park and Westwood respectively, targeted white, middle-class homeowners. Writes Scott Kurashige, "Leimert…contributed to regional and national trends in residential segregation." The landmark Gary case that upheld racial covenants in 1919 was reinforced in the case of a lawsuit against Janss in 1925, Janss v. Walden, when the "company filed to prevent an African American family from residing in a Janss home originally purchased by a white man." In the development of Westwood, Janss used the following restrictive covenant: "No part of said real property shall ever be leased, rented, sold or conveyed to any person who is not of the white or Caucasian race, nor be used or occupied by any person who is not of the white or the Caucasian race whether grantee hereunder or any other person."[63]

Westwood Industrial Development: Twentieth Century Fox Studios

Janss originally set aside land between Wilshire Boulevard and Pico Boulevard for "studio sites," according to Arthur Letts' biographer, William Kilner.[64] Twentieth Century Fox Studios was formed in 1933 when Fox Film Corporation, founded by William Fox, merged with Twentieth Century Pictures, founded by Joseph Schenck and Darryl F. Zanuck. In 1935 Zanuck announced that the new company would move all production facilities to Westwood from the site Fox had previously occupied on Western Avenue. In the early 1960s, as a result of failed pictures and needing capital, Twentieth Century Fox sold off much of its original backlot, which was developed into Century City by UCLA campus architect and planner Welton Becket.[65]

[60] George Sanchez, "The History of Segregation in Los Angeles: A Report on Racial Discrimination and Its Legacy," n.d., 1-4.
[61] Ibid.
[62] Mark A. Weiss, *The Rise of the Community Builders: The American Real Estate Industry and Urban Land Planning* (New York: Columbia University Press, 1987), 80.
[63] Scott Kurashige, *The Shifting Grounds of Race: Blacks and Japanese Americans in the Making of Multiethnic Los Angeles*," (Princeton: Princeton University Press, 2008), 29.
[64] Kilner, *Arthur Letts, A Biography*, 176.
[65] *Los Angeles Times*, "Century City to Start Work on 5 Major Buildings in '63," December 24, 1962.

UCLA Master Plans

Northern California architect George Kelham was hired in 1925 to help design the campus layout for the new University of California at Los Angeles located in Westwood. Initial architectural plans called for forty buildings built in the red brick Romanesque style of the European cities of Milan and Genoa. It was felt that the rolling hills and mild climate of Westwood shared similar qualities to that of Northern Italy. In addition, this style of architecture had been popular on California educational institutions throughout the teens and 1920s, and was used on the university's former site on Vermont Avenue. Ten buildings had been constructed in the Romanesque style on the UCLA campus by 1932 along with a large scale campus landscape project under the direction of John W. Bell. With the onset of the Great Depression in the 1930s and the death of Kelham in 1935, campus expansion slowed considerably until after World War II.[66]

Figure 11: UCLA, 1929, Opening Day[67]

In 1948, UCLA named architect Welton Becket master planner and supervising architect for the university's proposed campus expansion. With increased enrollment at UCLA as a result of the introduction of the G.I. Bill in 1944, the campus expansion and new construction was necessary to address a growing student body. Becket would oversee the construction of a number of new

[66] David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, 144.
[67] Los Angeles Public Library Photo Database No. 00042352.jpg.

academic building and student housing as well the expansion and remodeling of existing buildings. Along with Becket, principle architect Carl C. McElvy and landscape architect Ralph D. Cornell would play instrumental roles in shaping the overall design of campus growth.

While most buildings at UCLA had a Northern Italian Romanesque architectural style prior to World War II, the UCLA's post-war master plan largely abandoned the former style to make way for the increasingly popular Modern style.

Westwood Development in the 1950s and 1960s

Like most of the Los Angeles region during the 1950s, Westwood Village experienced substantial development pressure in the postwar period. What was originally intended as a low-density, Mediterranean themed village increasingly gave way to multi-story offices, hotels, and apartments along Wilshire Boulevard by the early 1960s. The sale of $6.5 million worth of Westwood commercial real estate by the Janss Family to Arnold Kirkeby marked a watershed period in village development. The sale included 20 buildings, 50 stores, and 14 parking lots that had formerly been part of the Janss family holdings. The Janss family had maintained the low-density built environment of Westwood since they originally developed the community in the late 1920s. With the sale of their holdings to Kirkeby, the village was now open to more intense development and a move away from the original community layout. [68]

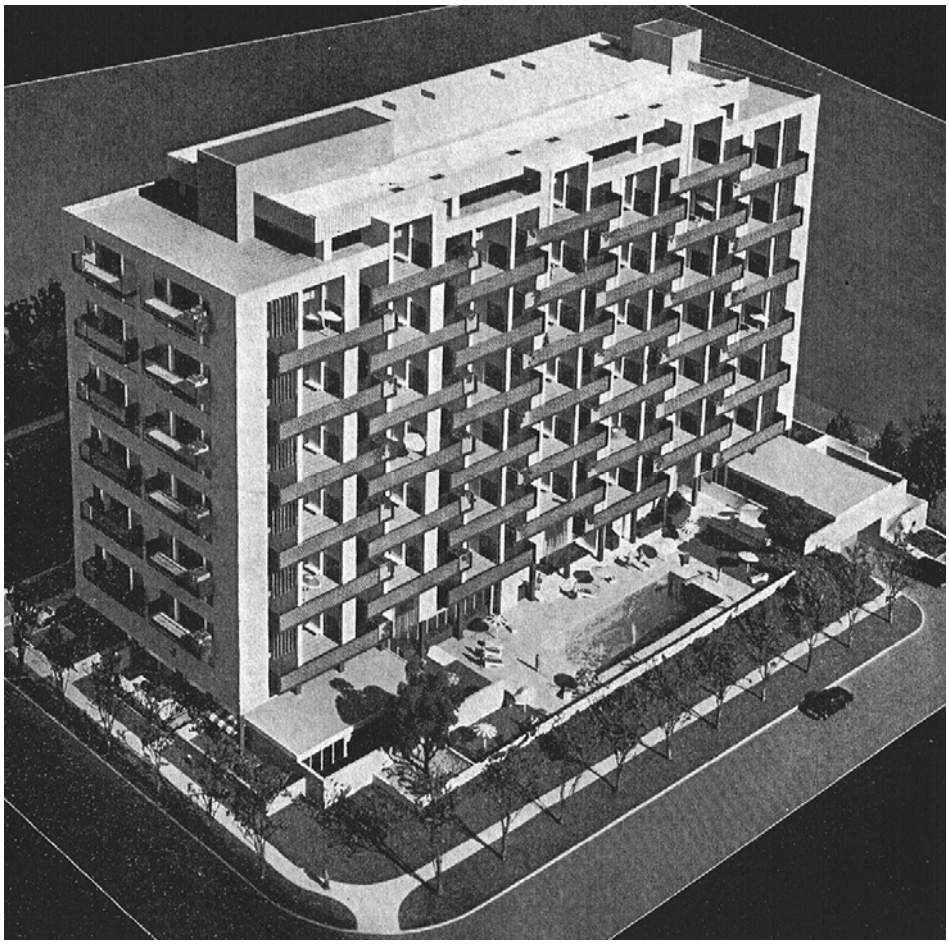
Figure 12: Ship's Westwood[69]

[68] "Building on the Past for a Future Westwood." *Los Angeles Times*. Dec 26, 1999.

[69] Located at 10877 Wilshire Blvd. at Westwood Blvd. [Hess, 1986].

During the 1950s, a number of multi-story hotels and apartments were constructed along Wilshire Blvd., and many ranged from 5 to 15 stories in height. Architects typically designed these buildings in the Modern architectural style, a design style popular at the time for large commercial and residential buildings. Although high-rise buildings over 20 stories wouldn't appear in Westwood until the 1960s, the tone was being set for increased density in Westwood in the preceding decade. Some of the multi-story construction along Wilshire included an 8-story apartment building (10717 Wilshire Blvd.) designed by Maurice H. Fleishman in 1950, an 11-story (10401 Wilshire Blvd.) apartment building designed by Martin Stern Jr. in 1951, and the 14-story Wilshire Terrace apartments designed by Victor Gruen in 1958.[70] Although off of Wilshire, the Bullock's Westwood department store on Weyburn Ave., built in 1951, serves as another Modern style architectural contribution to Westwood during this period.[71]

Figure 13: Wilshire Terrace Apartments[72]



[70] "Large Apartment Structure Being Built in Westwood." *Los Angeles Times.* Aug 13, 1950.
[71] "Scarcity of Land for Urban Use Stresses Need of Proper Planning." *Los Angeles Times,* Feb 7, 1960.
[72] Located at 10375 Wilshire Blvd. Designed by Victor Gruen and built in 1958.

One of the most noteworthy landmarks in Westwood from the 1950s came in the form of a coffee shop designed by architect Martin Stern Jr., which epitomized the Googie architectural style prevalent in midcentury Southern California. Built in 1958, Ship's coffee shop served as a primary example of "Coffee Shop Modern," a subset of Googie architecture that generally applied to restaurants built in the 1950s and 1960s with exaggerated, space-age design features. With a prominent location on bustling Wilshire Boulevard, the coffee shop's unique assembly of forms and material, as well as an iconic rocket-shaped marquee, became an eye-catching attraction to motorists passing along the boulevard.[73] Ship's was torn down in 1984, prompting the formation of the Los Angeles Conservancy's Modern Committee, devoted to preserving Modern architecture in Los Angeles.[74]

Figure 14: Kirkeby Building Westwood (Occidental Petroleum Headquarters)

After purchasing fifty percent of the Janss' Village properties in 1955,[75] businessman Arnold Kirkeby commissioned the construction of his namesake building on Wilshire Boulevard in Westwood, designed by Claude Beelman, in 1961. "Beginning in the early 1960s, the scale of Westwood Village was destroyed," wrote David Gephard and Robert Winter.[76] Further zoning

[73] Hess, Alan. *Googie: Fifties Coffee Shop Architecture.* San Francisco: Chronicle Books, 1985.
[74] www.modcom.org. Accessed October 31, 2008.
[75] Patricia A. Allen, *Janss: A Brief History* (Thousand Oaks: Janss Recognition Committee, 1978), 6; William W. Clary, *History of the Law Firm of O'Melveny & Myers: 1885-1965, Volume II* (Los Angeles: Privately Printed, 1966), 495.
[76] Gebhard & Winter, *An Architectural Guidebook to Los Angeles*, 136.

changes along Wilshire Boulevard permitted the construction of modern high rise apartment buildings, continuing through to the present day, altering the neighborhood's identity permanently.

Westwood Village Specific Plan: Historic Resources Survey 1985

In 1985, Johnson Heumann Research Associates surveyed Westwood Village on behalf of Gruen & Associates, who were preparing the Westwood Village Specific Plan. Concern about the demolition of original buildings in the neighborhood and along Wilshire had raised concerns within the community. According to their report, "34 buildings in the East Village and 56 in the North Village were found to be National Register-eligible." Four buildings were proposed for local landmark statues, and two potential local historic districts were identified in the East Village.[77]

Janss Hallmark in the Streets of Westwood

During the development of Westwood, Janss Investment Company stamped its hallmark into the concrete of the streets it created. Many of these imprints remain. Other developers and contractors also left their mark in sidewalks and curbs in the area.

Figure 15: Janss Investment Company Stamp Imbedded in a Sidewalk[78]

Wilshire Boulevard History

Wilshire Boulevard, the main thoroughfare of Los Angeles, was imagined on a grand scale, but had a slow start and developed in stages that reflected the mood and temperament of the city. The originators of the boulevard were Henry Gaylord Wilshire and his brother, William. The Wilshire brothers, originally from Cincinnati, Ohio, lived in San Francisco, California, during the early 1880s selling safes. During the California land boom, they moved to southern

[77] Johnson Heumann Research Associates, Cultural Resource Documentation Report, 18-22.
[78] Allen, Patricia A. 1978. *Janss: A Brief History*. Thousand Oaks, CA: Janss Recognition Committee, p. 2.

California in 1886 and invested in Long Beach property. The brothers developed an oceanfront subdivision and built a grand hotel. Unfortunately, the hotel burned down and they then relocated inland to the area that would become Orange County (Roderick and Lynxwiler 2005).

During this time, in 1887, Gaylord bought a 35-acre barley field located on the western town boundary of Los Angeles that overlooked Westlake Park. The property lay untouched as Gaylord ran the Fullerton Land and Trust Company, but he subsequently lost most of his land in the bust that followed the boom. William returned to San Francisco; Gaylord grew walnuts and grapefruit and served as a bank manager. There remains a Wilshire Avenue in Fullerton and a Wilshire Square neighborhood in Santa Ana (Roderick and Lynxwiler 2005).

In 1895, William and Gaylord returned to Los Angeles to develop the 35-acre barley field. They filed subdivision papers and announced plans to develop a wide boulevard that they called the Wilshire Boulevard Tract. The brothers proposed to grade a 120-foot wide graveled boulevard that stretched four blocks between Sunset Park (Lafayette Park) and Westlake Park (MacArthur Park). They lobbied to encircle the tract with special street car lines, but insisted that the city council forever forbid the laying of tracks on their boulevard. In return, they would build a second, intersecting boulevard alongside Sunset Park, if the City would provide the land. The land was provided and the road connecting the parks was named Wilshire Boulevard (Roderick and Lynxwiler 2005). The Wilshire Boulevard neighborhood was planned to be residential and exclusive, appealing to the upper strata of Los Angeles society.

In 1898, Harrison Gray Otis, publisher of the Los Angeles Times, built a two-story Mission Revival residence at Wilshire Boulevard and Park View Street. Following Otis's lead, upper echelon Angelinos began purchasing lots on Wilshire, and soon owning a residence on the Boulevard became a status symbol (Roderick and Lynxwiler 2005). The Wilshire brothers initiated the westward migration from downtown Los Angeles, but it took other influential Angelinos and the automobile age to keep the momentum of development rolling forward, extending the reach of Los Angeles to the Pacific coast.

The project route goes through the Westlake District, which is located within the original boundary of the City of Los Angeles. Early landowners in the Westlake area included Civil War General George Patton (father of the renowned World War II general), who purchased land from the city at public auction in the mid-1860s. The area was subdivided in the mid-1880s as the city expanded westward, following a population boom. The parkland was acquired by the city on January 6, 1886 and named Westlake Park; the lake, which had been a neglected pond, was enlarged in 1890. Westlake Park was developed as a streetcar suburb. The industrialization of Los Angeles at the end of the 19th century had caused an influx of working class people into downtown Los Angeles. The city's affluent residents left the city center for new suburban residential developments on the city's periphery. Streetcars provided residents easy access to the central business district, while allowing them to escape the congestion of the urban center.

During the 1920s, Westlake was composed of single-family and multi-family residential buildings with local commercial businesses serving the neighborhoods. Westlake was originally connected to downtown via Orange Street, but by the 1920s, Wilshire Boulevard was extended through the park and Orange Street was renamed Wilshire. This transformed the perception of Westlake from

a fashionable downtown suburb to a destination for business and entertainment. Westlake Park was renamed MacArthur Park after World War II in honor of General Douglas MacArthur.

The Miracle Mile historic district along Wilshire Boulevard was developed as a shopping district between La Brea Boulevard and Fairfax Avenue. A.W. Ross, a realtor from Iowa, was inspired to create the shopping district after the successful opening of the Ambassador Hotel in 1921. Ross's new retail center would cater to the residents in the Beverly Hills and Hancock Park area so that they could avoid the congestion and lack of parking that was plaguing downtown. Ross felt that four miles was the "magic" distance that a shopper would travel and so on a map, he drew circles of four miles in diameter around the new residential communities of Beverly Hills and Hancock Park and bought land where the circles intersected Wilshire Boulevard (Roderick and Lynxwiler 2005).

At the outset, Ross did not have many supporters for his project, and his detractors called it "Ross's Folly." This four-mile stretch of Wilshire Boulevard included the La Brea Tar Pits that oozed asphalt and belched sulfurous fumes, and there were many oil derricks working full time. There were also two airfields located at the intersection of Wilshire and Fairfax. Cecil B. DeMille owned the field on the northwest corner and Charlie Chaplin's brother, Syd, ran the landing strip on the southwest corner (Roderick and Lynxwiler 2005). But Ross knew that Los Angeles would continue to spread out with the aid of the car, and it didn't take very long for him to be proven right. The earliest establishments were small storefronts, often with a mezzanine or upstairs studio. Ross called his development the Wilshire Boulevard Center until an investor, impressed by the activity so far from downtown, suggested the Miracle Mile. Ross's determination had won out and lots sold quickly in the unincorporated county territory. The success of Miracle Mile threatened the interests of downtown competitors, and in 1925 Los Angeles annexed the Miracle Mile and zoned it for residential use only. Not to be deterred, Ross exploited a loophole in the law that allowed for "spot zoning." Spot zoning involved going before the planning commission and city council on a case-by-case basis to seek individual waivers of the commercial ban. Consequently, this gave Ross influence over what was built. However, in later years, the development of office buildings and the Los Angeles County Museum of Art would push Miracle Mile further from its original focus on shopping (Roderick and Lynxwiler 2005).

Following the Janss development of Westwood, Westwood Village would become a popular regional shopping destination through the early 1990s (Longstreth).

Westwood and Brentwood Religious Institutions along Wilshire Boulevard

Westwood and Brentwood religious institutions provide a snapshot of the twentieth-century transformation in population and in racial and ethnic diversity in Los Angeles. By the 1920s, the multiplicity of faiths and the variety of worship in Los Angeles aggravated the apprehension of many outside observers and skepticism of many residents. Decentennial federal religious censuses from 1916 to 1936 document the remarkable expansion of congregations and facilities, as well as diversity of beliefs. Michael Engh asserts that Los Angeles was simply experiencing the spiritual consequences of its enormous population growth.[79]

[79] Engh, Michael E., S.J. "Practically Every Religion Being Represented." Ed. Tom Sitton and William Deverell. *Metropolis in the Making: Los Angeles in the 1920s.* 202.

One aspect of change in Los Angeles religious demographics in the 1920s was the construction boom after World War I that altered the physical environment. Church and synagogue officials reported religious facilities in city worth a total of $6.7 million in 1916, while value soared to $29.5 million by 1926. Engh writes that an "architecture of success and prosperity emerged along Wilshire Boulevard in particular. Many congregations with humble roots in the downtown and eastern areas of the city moved to impressive new structures in the 1920s. These include First Baptist (1927), First Unitarian (1930), Immanuel Presbyterian (1927-29), Congregation B'nai B'rith, which became Wilshire Boulevard Temple (1929), St. James Episcopal (1918), and others."[80]

Two trends stand out in the first two decades of the twentieth century. First is that denominational distinctions, which had been severe at the turn of the century, began to blur. This seemingly should have strengthened the cohesiveness of voluntaristic Protestantism, but it did not. Further, minorities generally worshiped in their own congregations, outside the power structure of voluntaristic Protestantism. Second is a change in neighborhood focus. At the turn of the century, churches drew their congregations from surrounding local neighborhoods and were small enough to provide neighborhood organizations. By the 1920s, many churches were still clustered in residential areas, but buildings and congregations had lost neighborhood integrity. Some, most notably the churches along Wilshire Boulevard, were mammoth in size and drew congregants from throughout the city, not only surrounding neighborhoods.[81]

Works Progress Administration

In the 1930s during the Great Depression, the federal government formed the Works Progress Administration (WPA), one of the alphabet soup agencies established by the Roosevelt Administration, to employ thousands of America's unemployed desperate for paid work. In contrast with the Progress Works Administration that was organized to fund massive infrastructure projects, the WPA was tasked with employing hundreds of thousands of out of work Americans in constructing public buildings such as public schools, post offices, and courthouses, as well as building roads and bridges. Almost every community in the United States including Los Angeles had a park, bridge or school constructed by the agency. In Westwood, a humble reminder of the WPA's efforts is a small stamp on the curb in front of 10635 Wilshire Boulevard indicating that WPA funds paid for the roadwork.

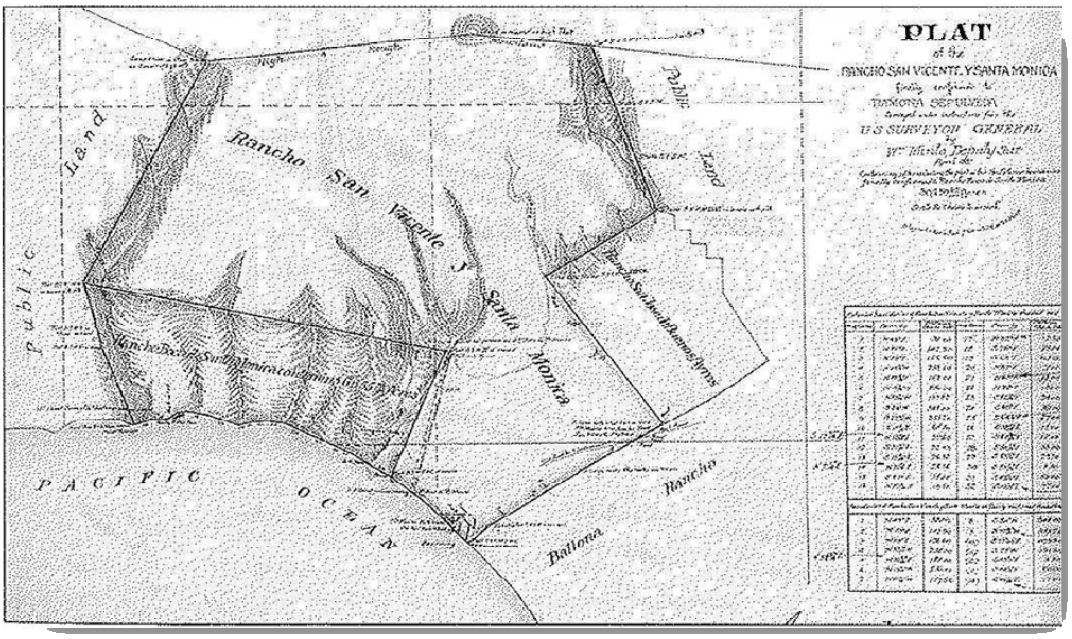
Brentwood

The community of Brentwood lies within the original boundary of the Rancho San Vicente y Santa Monica, purchased by Robert S. Baker from members of the Sepulveda family in 1872 for $50,000. After Baker, Jones, and the Santa Monica Land & Water Company deeded 300 acres to the federal government in 1888, subdivision of the surrounding area began. The Western Pacific Development Company acquired land in the early 1900s and began platting the site to be known as "Brentwood Park," bounded by 26th Street on the east, Cliffwood Avenue on the west, San Vicente Boulevard on the south, and the Santa Monica Mountains to the north. The new

[80] Engh, pp. 203.
[81] Singleton, pp. 86.

subdivision, intended for the wealthy, was modeled after Golden Gate Park in San Francisco. Remaining land from the original rancho, now making up modern Brentwood, was developed by Alphonso Bell, Sr. as part of the Bel Air District in 1924.[82]

Figure 16: 1881 Plat Map of Rancho San Vicente y Santa Monica[83]



West Los Angeles Veterans Administration Campus

On May 1, 1888, the Pacific Branch National Home for Disabled Volunteers (now the Veterans Administration) opened on a 600-acre site where present-day Wilshire Boulevard meets the San Diego Freeway (I-405). The West Los Angeles location had been chosen by the federal government after heavy competition among more than 60 local landowners who hoped to benefit from the financial resources the government was pouring into the facility. The West Los Angeles site provided an excellent climate for recuperating Civil War veterans, and the first soldier, Private George Davis of New York, moved into a tent on the grounds on May 2, 1888, determined to escape the East Coast winter.[84]

To secure the deal, Colonel Robert S. Baker, Nevada Senator John P. Jones, and the Santa Monica Land and Water Company offered the government $50,000, in addition to donating 300 acres of land from their holdings of the Rancho San Vicente y Santa Monica.[85] Baker and Jones hoped the presence of the Old Soldier's Home (as it became known) would

[82] Gebhard & Winter, *An Architectural Guidebook to Los Angeles*, 123.

[83] Map includes land that would later become the community of Brentwood [Loomis, 2008].

[84] Cecilia Rasmussen, "L.A. Scene," *Los Angeles Times*, August 29, 1994, B3.

[85] Staff of the Brentwood Branch Library, *Brentwood*, n.d., 2.

boost land sales and boost the economy of their town site of Santa Monica.[86] Rancher John Wolfskill, owner of the adjoining Rancho San Jose de Buenos Ayres to the east, now Westwood, donated the remaining 300 acres.[87]

Prominent New York architect Stanford White designed the original campus. Amidst orchards and bean fields, he constructed barracks, called "domiciliaries," designed in the Shingle style.[88] Cottages along what is now Wilshire Boulevard housed veterans' widows, earning the nickname "Widow's Row." On land to the south of the Old Soldier's Home, Jones and Baker created the town of Sawtelle in 1896. Arrangements with Moses Sherman and H. P. Clark brought the Pacific Electric streetcar line to Santa Monica Boulevard, and a small depot was built on the Old Soldier's Home grounds.[89] Most of the original White-era buildings were torn down in the late 1960s. The streetcar depot and the Catholic and Protestant chapels, both designed in 1900 by J. Lee Burton, remain and were individually listed on the National Register in 1972.

Wadsworth Chapel

The Wadsworth Chapel is the oldest church on Wilshire Boulevard. It is located on the campus of the Veterans Administration Medical Center. The campus was utilized as a federal soldiers' home as early as 1902. The Wadsworth Chapel is located on the northern part of the campus on Wilshire Boulevard. Several of the buildings located on the West LA Veterans Administration campus, primarily north of Wilshire Boulevard, are part of historic district listed on the National Register of Historic Places.

The entire complex was originally constructed as the Pacific Branch of the National Home for Disabled Volunteer Soldiers. The campus forms a part of a thematic group of veterans hospitals developed by the Veterans Bureau and constructed between 1920 and 1946. The building plans were based on the standard set plan developed by federal planners, and emphasized the overall integration of functions while isolating health care, administrative, residential, recreational, and maintenance activities.[90]

[86] Rasmussen, "L.A. Scene," B3.
[87] Harris, *Sixty Years in Southern California (*Los Angeles: Dawson's Book Shop, 1984), 586.
[88] David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles (*Salt Lake City: Gibbs Smith, 2003), 123.
[89] Leonard Pitt, *Los Angeles A to Z (*Berkeley and Los Angeles: UC Press, 2000), 457.
[90] National Register of Historic Places Inventory – Nomination Form. "Los Angeles Architectural Set Historic District/Los Angeles Veterans Administration Medical Center." Prepared by: Gjore Mollenhoff and Karen Tupek. July 13, 1981.

Methodology

ICF staff consulted national, state, and local inventories of architectural and historic resources to determine the location of previously documented historic and architectural resources proximate to the project.

The following standard sources of information were consulted in the process of compiling this report:

- National Register of Historic Places (http://www.cr.nps.gov/nr)
- California Historical Landmarks (State of California, 1996)
- California Points of Historical Interest (State of California, 1992)
- California Register of Historical Resources

Two previously identified historic properties are located in the APE: 1) the **Chateau Colline**, 10335 Wilshire Boulevard, listed in the National Register on May 22, 2003 and 2) the **Veterans Administration National Home Branch** historic district, determined eligible for the National Register on November 11, 1980.

Staff also conducted archival research to establish a context for resource significance and to identify local historical events, individuals, and development patterns. A record search at the South Central Coastal Information Center at California State University, Fullerton was performed on July 24, 2008.

Additional resources consulted in the process of compiling this report included:

- ProQuest digital archives for the *Los Angeles Times*
- Sanborn Maps
- Tract Maps
- Improvement records from LA County Archives
- TRW/Experian
- Fullerton Historical Society
- Los Angeles Department of Building and Safety

Public Participation

In accordance with 36 CFR §800.4(a)(3), on October 23, 2008, letters were sent to consulting and interested parties who may have knowledge or concerns with historic properties in the area, and to request information regarding any historic buildings, districts, sites, objects, or archeological sites of significance within the project area. The letters were sent to the following recipients:

AIA Los Angeles
3780 Wilshire Blvd., Suite 800
Los Angeles, CA 90010

Art Deco Society
P.O. Box 972
Hollywood, CA 90078

Los Angeles Forum for Architecture and Urban Design
Frank Escher, President
PO Box 291774
Los Angeles, CA 90029-8774

Getty Conservation Institute
Timothy B. Whalen, Director
1200 Getty Center Drive, #700
Brentwood, CA 90049

Society of Architectural Historians, Southern California Chapter
Merry Ovnick, President
PO Box 56478
Sherman Oaks, CA 91413

California Preservation Foundation
Cindy Heitzman, Executive Director
1611 Telegraph Ave., Suite 820
Oakland, CA 94612

Los Angeles Conservancy
Marcello Varvala, Preservation Associate
523 West 6th Street, Suite 826
Los Angeles, CA 90014

Save Westwood Village
Laura Lake, President
1557 Westwood Boulevard
Box 235
Los Angeles, CA 90024

Veterans Park Conservancy
Susan C. Young, Executive Director
11718 Barrington Court, Suite 245
Los Angeles, CA 90049-2930

Brentwood Historical Society
c/o Donald Bruce Kaufman
Brentwood Branch Library
11820 San Vicente Boulevard
Los Angeles, CA 90049

Historical Society of Southern California
200 East Avenue 43
Los Angeles, CA 90031

Hollywood Heritage
Attention: Marc Wanamaker
P.O. Box 2586
Hollywood, CA 90028

Los Angeles City Historical Society
P.O. Box 41046
Los Angeles, CA 90041

Westwood-Holmby Historical Society
Carolyn Haber, President
10956 Weyburn Avenue, Suite 200A
Los Angeles, CA 90024

Zev Yaroslavsky
Supervisor, Third District
Board of Supervisors, County of Los Angeles
821 Kenneth Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Los Angeles County Historic Landmarks and Records Commission
Attention: Louis Skelton
500 West Temple Street
Los Angeles, CA 90012

Councilperson Bill Rosendahl
200 North Spring Street, Room 415
Los Angeles, CA 90012-4801

Councilperson Jack Weiss
200 North Spring Street, Room 440
Los Angeles, CA 90012

City of Los Angeles Department of City Planning
Office of Historic Resources
Attention: Ken Bernstein
City Hall, Room 620
200 North Spring Street
Los Angeles, CA 90012-4801

Greg Fischer, Deputy
Councilperson Jan Perry
200 North Spring Street, Room 420
Los Angeles, CA 90012-4801

City of Los Angeles Planning Department
Gail Goldberg, Director
City Hall, Room 667
200 North Spring Street
Los Angeles, CA 90012-4801

City of Los Angeles Community Redevelopment Agency
Pauline Lewicki, Head of Environmental Planning
354 South Spring Street
Los Angeles, CA 90013

Brentwood Neighborhood Council
Wendy-Sue Rosen, President
11965 Venice Boulevard, Suite 202
Los Angeles, CA 90066

Senator Barbara Boxer
112 Hart Senate Office Building
Washington, D.C. 20510

Senator Dianne Feinstein
331 Hart Senate Office Building
Washington, D.C. 20510

Congressman Henry Waxman
8436 West Third Street, Suite 600
Los Angeles, CA 90048

State Senator Sheila Kuehl
State Capitol, Room 5108
Sacramento, CA 95814

Assemblywoman Karen Bass
State Capitol, Room 2117
P.O. Box 942849
Sacramento, CA 94249-0047

Assemblyman Paul Koretz
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0047

Wilshire Park Association
Percy Austin
811 S. Norton Avenue
Los Angeles, CA 90005

Comstock Hills Homeowners' Association
Jan Reichmann
1429 Comstock Avenue
Los Angeles, CA 90024

Greater Wilshire Neighborhood Council
Daniel Kegel
901 S Sycamore
Los Angeles, CA 90036

Westwood Hills Property Owners Association
Wayne Hodgest
818 Thurston
Los Angeles, CA 90049

Homeowners Comstock Hills HOA and Westwood Homeowner's Association
Caroline Spencer
10316 Wilshire Avenue
Los Angeles, CA 90024

La Brea Tar Pits/ Natural History Museum
Jennifer Mau
900 Exposition Boulevard
Los Angeles, CA 90007

Westwood Gardens Civic Association
PO Box 64194
Los Angeles, CA 90064

Responses Received

On October 31, 2008, an e-mail response was received from Laura Lake of the Coalition for Veterans Land as a result of the mailing. The e-mail stated that Munemori Hall and Holderman Hall, located at 1250 Federal Avenue and 1258 Federal Avenue, appeared to be significant buildings eligible for listing on the National Register.

On November 4, 2008, a telephone message was left by the Los Angeles County Historic Landmarks & Records Commission that stated they had no information on the respective properties.

In a telephone message left on November 5, 2008, the Community Redevelopment Area (CRA) stated that there were no buildings in the APE listed in their database.

On November 4, 2008, letters were returned to sender for the Homeowners Comstock Hills HOA and Westwood Homeowner's Association, Westwood-Holmby Historical Society, Westwood Hills Property Owners Association, and the California Preservation Foundation. Follow-up phone calls were made to each organization, with no response to the proposed work. As of November 21, 2008, no comments addressing the proposed project were received from interested parties. (See Appendix B: Letters from Interested Parties).

Field Survey

A field survey of the architectural resources in the APE was conducted by the following architectural historians and historians at ICF who meet the Secretary of the Interior's Professional Qualifications Standards: Elizabeth Weaver and Andrew Bursan on August 5, 2008, and Elizabeth Weaver and Barbara Hoff Delvac on October 6, 2008. The field surveys evaluated architectural resources within the historic context presented in this technical report, whose primary author was Katy Lain. Additional authors of the context include ICF staff Andrew Burson, Barbara Hoff Delvac, Cate Wood, and Meghan Potter. The built environment surveys focused on those areas where only ground disturbing construction work is proposed for curb realignment.

Results and Conclusions

Current Conditions

The proposed project area is bounded by Comstock Avenue to the east and Malcolm Avenue to the west, and continues between Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue (see map in Appendix C). It is a predominately flat site with areas of rolling hills to the east that contains residential buildings, commercial buildings, and vacant lots.

The following two properties located within the built environment APE have already been included in or determined for the National Register:

Table 1: Properties Included in or Determined Eligible for the National Register and Listed in the California Register

Name	Address/Location	Community	Status
Chateau Colline	10335 Wilshire Blvd	Los Angeles, CA	NR # 03000426 LAHCM# 703
Veterans Administration Medical Center	Unavailable	Los Angeles, CA	NR #65001079

There are 21 parcels within the APE that contain buildings older than 50 years of age, with construction dates ranging from 1929 to 1957.[91] Those properties are summarized below and have been evaluated in detail on Department of Parks and Recreation Historical Resources Inventory Forms (series DPR 523) (Appendix A).

Table 2: Properties Determined Eligible for the National Register and California Register as a Result of This Study

Name	Address/Location	Community	Date Constructed	OHP Status Code
United States Army Reserve Center/ Sadao Munemori Hall	1250 Federal Avenue	Los Angeles, CA	1957	3S
Wilshire Terrace Luxury Apartments	10375 Wilshire Boulevard	Los Angeles, CA	1957	3S
N/A	10401 Wilshire Boulevard	Los Angeles, CA	1951	3S

[91] The buildings located on the Veterans Administration Medical Center parcel were divided onto separate forms in order to identify the three government buildings located on the parcel.

Name	Address/Location	Community	Date Constructed	OHP Status Code
Sinai Temple	10416 Wilshire Boulevard	Los Angeles, CA	1959	3S
Westwood United Methodist Church	10497 Wilshire Boulevard	Los Angeles, CA	1929, 1951	3S
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles, CA	1938, 1949	3S

Table 3: Properties Determined Not Eligible for the National Register or California Register as a Result of This Study

Name	Address/Location	Community	Date Constructed	Eligibility
Unavailable	1116-1120 Manning Avenue	Los Angeles, CA	1941	Not eligible for NRHP or CRHR; no further evaluation.
Beverly Hills Plaza Hotel	10300 Wilshire Boulevard	Los Angeles, CA	1956	Not eligible for NRHP or CRHR; no further evaluation.
The Bermuda	10354 Wilshire Boulevard	Los Angeles, CA	1952	Not eligible for NRHP or CRHR; no further evaluation.
Unavailable	10530 Wilshire Boulevard	Los Angeles, CA	1952	Not eligible for NRHP or CRHR; no further evaluation.
Wilshire West	10635 Wilshire Boulevard	Los Angeles, CA	1957	Not eligible for NRHP or CRHR; no further evaluation.
Wilshire Westwood Terrace	10645 Wilshire Boulevard	Los Angeles, CA	1955	Not eligible for NRHP or CRHR; no further evaluation.
Unavailable	10655 Wilshire Boulevard	Los Angeles, CA	1955	Not eligible for NRHP or CRHR; no further evaluation.
Sterling Wilshire Building	10717 Wilshire Boulevard	Los Angeles, CA	1951	Not eligible for NRHP or CRHR; no further evaluation.
Unavailable	10763 Wilshire Boulevard	Los Angeles, CA	1940	Not eligible for NRHP or CRHR; no further evaluation.
La Salle Building	10777 Wilshire Boulevard	Los Angeles, CA	1954	Not eligible for NRHP or CRHR; no further evaluation.

Name	Address/Location	Community	Date Constructed	Eligibility
University Bible Center	10801 Wilshire Boulevard	Los Angeles, CA	1940	Not eligible for NRHP or CRHR; no further evaluation.
Holderman Hall	1250 Federal Avenue	Los Angeles, CA	1957	Not eligible for NRHP or CRHR; no further evaluation.
United States Air National Guard	1300 Federal Avenue	Los Angeles, CA	1958	Not eligible for NRHP or CRHR; no further evaluation.

Conclusions

Although eight buildings within the APE are historic properties under Section 106 and historical resources under CEQA, they would not be affected by the proposed project. The proposed project plans to reduce the sidewalk on both sides of Wilshire Boulevard between Federal Avenue and Barrington Avenue, as well as the south side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue. Although 1250 Federal Avenue is located along this stretch of curb cut, it would not have an effect on the identified historic resource.

Based on field observations and review of the proposed project changes to the sidewalks adjacent to the eight historic properties, none of the characteristics that qualify those historic properties for inclusion in the National Register would be affected.

The No Project Alternative would involve no project related activities, and therefore would not impact archaeological resources. Alternative A (Truncated Without Jut-out Removal) and Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), would involve a similar area and scope of project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project. Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard) would have a lesser impacts than the proposed project or the other alternatives, since under this Alternative the project would extend westward only to San Vicente Boulevard.

Mitigation

No effects on historic properties or historical resources were identified, therefore no mitigation measures are required.

Findings

This technical report is being submitted on behalf of FTA to SHPO for concurrence with the determinations of National Register eligibility and the Section 106 finding of "no historic properties affected" with regard to architectural resources.

A separate technical report is being prepared for Section 106 and CEQA compliance regarding the identification and potential effects on archaeological resources.

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Personal Communication

April 3, 2008, Telephone call from Richard Starzak, ICF to Amanda Blosser, historian on staff of the California State Historic Preservation Officer. Conversation discussed the Area of Potential Effects for the proposed project.

APPENDICES

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Appendix A: DPR 523a Forms

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State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6156

* Resource Name or #: 10801 Wilshire Boulevard
P1. Other Identifier: University Bible Center
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 10801 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-003-014. LEGAL TRACT #9768 NE 40 FT OF LOT 26 AND ALL LEGAL LOT 26.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10801 Wilshire Boulevard on the corner of Malcolm Avenue, known as the University Bible Center, is a two-story church with attached facility building. The building has a smooth stucco finish and a cross gable roof with has slightly overhanging eaves and composition shingles. The church features a three-story tower located on the southeastern corner of the building, which has a recessed entrance facing Malcolm Avenue accessed via concrete steps with a metal railing. The entrance has recessed double wood doors in the shape of a gothic arch, which is accented by molding on the elevation. The tower has a filled in window on the second floor and an entablature with a series of three wood vents The roof of the conical tower is clad with composition shingles. The main elevation of the church is set back from the tower and displays 4 diamond pane windows in a wood frame with a lower sill. Above are triple lancet windows with three lights each and a lug lower sill. Another primary entrance is projecting off this elevation, which is identical to the tower entrance; however, there is a projecting porch that has a gothic arch entrance and side gable roof that creates a covered entry. The south elevation that faces Wilshire Boulevard displays a similar 3 pane lancet windows with diamond-pane glass. An attached T-shape building is located to the north of the church, which is two-stories tall and recessed from the church elevation. (See Continuation Sheet).

* P3b. Resource Attributes: (List attributes and codes) HP16 Religious building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 113.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1940, TRW/Experian

* P7. Owner and Address:
University Bible Center
10801 Wilshire Boulevard
Los Angeles, CA 90024
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6157

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y

* Resource Name or #: 10801 Wilshire Boulevard

B1. Historic Name: 10801 Wilshire Boulevard

B2. Common Name 10801 Wilshire Boulevard

B3. Original Use: Religious B4. Present Use: Religious

* B5. Architectural Style: Gothic Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1939. Only known alterations include the second story window in the tower facing Malcolm Avenue was clad in stucco and what appears to be an entrance on the recessed elevation appears to have been stuccoed, as well.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Edgar Biresak b. Builder: Frederick C. Rowley

* B10. Significance: Theme Religious Architectural Development Area Wilshire Boulevard, Westwood

Period of Significance 1939 Property Type Church Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The University Bible Center, located at 10801 Wilshire Boulevard, is an example of a Gothic Revival church building. Although the building retains a high level of integrity, it does not display enough architectural significance or the work of a master. Therefore, it is not eligible for the National Register of Historic Places under Criteria C or the California Register of Historical Resources under Criteria 3. Research did not conclusively determine the history of events or significant persons related to this building so that it was not found eligible for the National Register of Historic Places under Criterion A and B or the California Register of Historical Resources under Criterion 1 and 2. It appears eligible for listing as a Los Angeles Historic Cultural Monument at the local level of significance in the context of a Period Revival church building along Wilshire Corridor.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #47845.

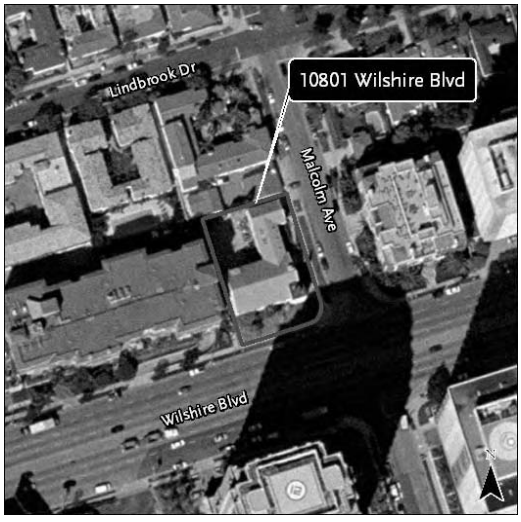
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _3 Resource Name or #: 10801 Wilshire Boulevard. **APN: 4360-003-014**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

P3a. The ground floor consists of arched diamond-pane wood frame windows with a lower sill that are grouped together and are paired with the second story windows, which consists of a pair of single-pane casement windows with a wood surround and lower wood sill. The projecting elevation of the T shape contains a front gable end that has two secondary entrances into the building, where one has a single pane glass transom within a wood surround. The doors flank a central double pane window with transom in a wood frame. The second floor has a single pane window with a lug sill above each door with a projecting central bay window with a wood frame and concrete support. The yard consists of grass with concrete walkways, flowers, small shrubs, and small trees.

Photograph:

Figure 1. East elevation, view northwest.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6159

Page 1 of 2

* Resource Name or #: 10777 Wilshire Boulevard
P1. Other Identifier: La Salle Building
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10777 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-004-012. LEGAL TRACT #9070 LOTS 14 AND LEGAL LOT 14.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10777 Wilshire Boulevard is a three-story apartment complex that is U-shape in plan. The building has a cross-gable roof with overhanging eaves and composition shingles. The primary entrance is recessed within the main elevation that faces Wilshire Boulevard, where it is accessed via steps. The ground floor has a smooth stucco finish and horizontal wood clapboarding, along with casement windows. There is a band of stucco above the first floor, and the remainder of the second story consists of vertical wood siding with casement windows. Between the second and third floor is a band of slightly projecting horizontal wood siding that is topped with vertical wood siding and casement windows. The building is surrounded by a yard with mature growth trees and shrubs, which obscures the view of the building.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northeast, 8/5/2008, P# Picture 079.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1954, 1955; TRW/Experian

* P7. Owner and Address:
10777 Wilshire Investors LLC
605 W Olympic Boulevard #900
Los Angeles, CA 90015
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6160

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10777 Wilshire Boulevard

B1. Historic Name: 10777 Wilshire Boulevard

B2. Common Name La Salle Building

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1954. There are no known alterations.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

There is a "City of LA" stamp in sidewalk, as well as a stamp that says "Janss Investment Co. 1926".

B9a. Architect: Louis Shoall Miller b. Builder: Unknown

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1954 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 10777 Wilshire Boulevard has no known associations with events or persons important in local, state or national history, including the owner at completion of construction, A. Rothenberg. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A or B and the California Register under Criteria 1 and 2. In addition, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion C or the California Register under Criterion 3 since the building was not constructed as a masterwork or exhibits exceptional architectural design.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Certificate of Occupancy#31658.

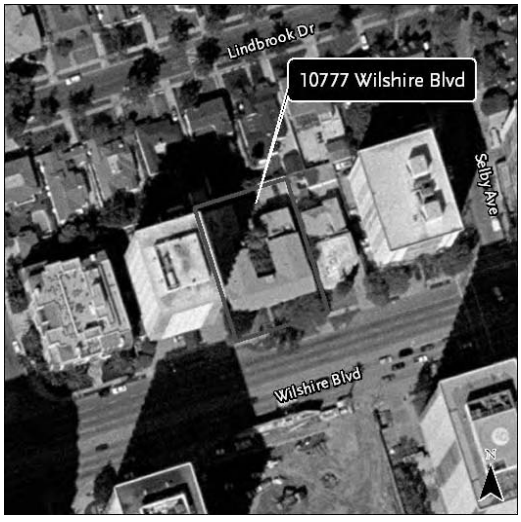
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6161

Page 1 of 2

* Resource Name or #: 10763 Wilshire Boulevard

P1. Other Identifier: _____

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 10763 Wilshire Blvd City Los Angeles Zip 90024

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

Assessor Parcel Number: 4360-004-013. LEGAL TRACE #9070 LOT 16.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 10763 Wilshire Boulevard is a three-story apartment building that is irregular in plan. The building has a smooth stucco finish and features elements of the Colonial Revival Style. There is a hipped roof with overhanging eaves and composition shingles. The primary entrance is located on the corner, where there is a cut-out section from the south and eastern elevations that created a primary façade. The entrance is accessed via newly constructed field stone steps with metal railing. There are double wood doors with a single pane of glass that has a wood surround, a narrow horizontal transom, and a swans neck pediment. The entrance has a two story round portico that is supported by two metal columns and two engaged metal columns. The elevations are symmetrically aligned, in which the entrance is flanked by a 2/2 double-hung wood window in thin wood surrounds and lower wood sill, that is replicated on the adjacent elevations. These windows that wrap onto secondary elevations are similar on the second elevation. The second story is divided from the first with a thin wood belt course. A 2/2 double-hung wood frame window above the main entrance is highlighted by wood shutters. Third story is separated from the lower two by a projecting lunette balcony which provides a porch for the main entrance. The balcony has a stucco finish and decorative thin metal railing. There is a sliding pair of glass doors that are centered within the corner of the two elevations and are flanked by a pair of two single-pane wood frame windows. The yard consists of lawn, bushes, and mature trees, as well as a concrete driveway that leads to a small one-story garage at the rear of the parcel that has a rough stucco finish and wood door.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property

* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking north, 8/5/2008, P# Picture 088.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

1940, 1956; TRW/Experian

* P7. Owner and Address:
10777 Wilshire Investors LLC
605 W Olympic Boulevard #900
Los Angeles, CA 90015
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6162

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10763 Wilshire Boulevard

B1. Historic Name: 10763 Wilshire Boulevard

B2. Common Name 10763 Wilshire Boulevard

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Colonial Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940. Only known alteration includes the replaced front steps and planters with field stone.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: J.J. Fees, engineer

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1940 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure is a Regency Revival design, with Colonial details. Alterations of accompanying landscape features include replacement front steps and planters with field stone. The building has no known associations with events or persons important in local, state or national history; nor was any information found on the original owner at the time of construction, Huyett H. Gaines. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A, B, and C or the California Register of Historical Resources under Criteria 1,2, or 3.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #3394.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6163

* Resource Name or #: 10300 Wilshire Boulevard
P1. Other Identifier: Beverly Hills Plaza Hotel
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 10300 Wilshire Blvd City Los Angeles Zip 90212
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4327-013-027. LEGAL TRACT #6193 LOTS 1,2,3,4 AND LEGAL LOT 1.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
10300 Wilshire Blvd., known as the Beverly Hills Plaza Hotel, is a Mid-Century Modernutilitarian design concrete stucco building, 3-stories, 12-bays wide, with a flat roof, rectangular in plan with a central atrium and a non-original concrete porte-cochere 2 stories in height with a flat roof, and deep, smooth-surface stepped entablature supported on paired rectangular columns. The entablature serves as the sign board, with the name and address of the hotel. The façade [south elevation] parallels Wilshire Blvd. and is asymmetrical; to the east of the porte-cochere are 7 bays of hotel units each with a wide balcony comprising a curved profile concrete floor slab with decorative metal railing along its outer edge; the balconies do not appear to be original. Behind the decorative railing, each unit has an ensemble of a wood multi-pane French door and casement windows, both with wood surrounds. The 3rd story units above the porte-cochere have access to its roof, acting as a balcony. To the west of the porte-cochere is a plain concrete wall where the function rooms are likely located. The hotel is accessed by an asphalt circular driveway with an adjacent lawn; the site has a low concrete garden wall, hedges and planter beds generously filled with a variety of plants, shrubs, and palm trees.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking southwest, 8/5/2008, P# Picture 004.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
#Error

* P7. Owner and Address:
Donal Sterling & Sterling Family
9441 Wilshire Boulevard
Beverly Hills, CA 90212
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6164

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10300 Wilshire Boulevard

B1. Historic Name: 10300 Wilshire Boulevard

B2. Common Name: Beverly Hills Plaza Hotel

B3. Original Use: Multi-Family Residential B4. Present Use: Hotel

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1955 with a design by Kenneth Lind, AIA. Alterations include the two story porte-cochere and metal balcony railings.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Kenneth N. Lind b. Builder: Richard Bradshaw, engineer; Contracting Engine

* B10. Significance: Theme Modernist Hotel Development Area Wilshire Boulevard, Westwood

Period of Significance 1955-1957 Property Type Hotel Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The hotel is a Mid-Century Modern utilitarian design, embellished by the decorative balcony railings and the porte-cochere, both alterations. The architect, Kenneth Nels Lind (1909-1975) partnered with Charles Luckman, 1939-1942 and later opened his own office. His designs cover a broad range and include apartments, hotels, private residences, senior public housing, community center, and religious buildings: Temple Isaiah, 1954 and Holman United Methodist Church, 1959, in the West Adams area. He also taught design and planning at USC and University of Illinois. While Lind was a prominent practioner of the Mid-Century Modern style, the Beverly Hills Plaza Hotel has lost integrity with the alterations. Because the building lost integrity with the elements compatible with the original design, it does not appear to be eligible for listing in the National Register under Criterion C or the California Register under Criterion 3. In addition, the building has no historic association with significant persons or events, where it is not eligible for listing in the National Register under Criterion A and B, or the California Register under Criterion 1 and 2.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #10457

Proquest article from the Historic "Los Angeles Times."

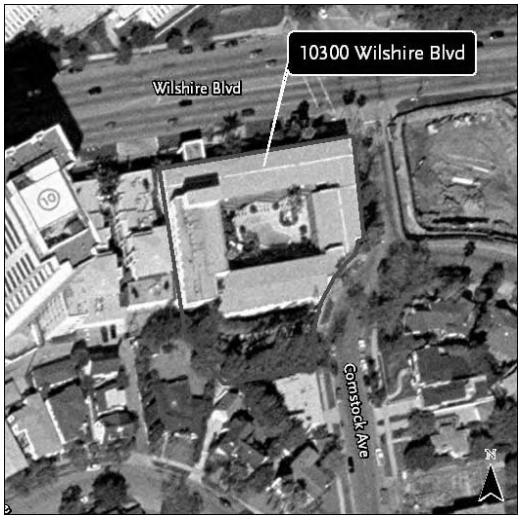
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 1S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6165

Page 1 of 1

* Resource Name or #: 10335 Wilshire Boulevard
P1. Other Identifier: Chateau Colline
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10335 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4359-017-029. LEGAL TR=54054 LOT 1 CONDO UNIT 2A (AIRSPACE LEGAL LOT 1).

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10335 Wilshire Boulevard, known as the Chateau Colline, was listed on the National Register of Historic Places on May 22, 2003, listing #03000426. It is also designated City of Los Angeles Historic-Cultural Monument #703. There appears to be no changes since its National Register listing in 2003.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking north, 8/5/2008, P# Picture 009.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1935, 1960; TRW/Experian

* P7. Owner and Address:
Scott Burnham & Burnham Family
1100 Newport Center Drive #150
Newport Beach, CA 92660
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6166

* Resource Name or #: 10354 Wilshire Boulevard
P1. Other Identifier: The Bermuda
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10354 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4327-013-006. LEGAL LOT COM AT MOST N COR OF LOT 10 BLK 17 TR #6193 TH S 62/09' W 115 FT TH S 27/51' E 200 FT THE N 62/08' E 35 FT TH S 27/51' E 120 FT TH N 62/09' E 100 FT TH N 27/51' W 150 FT TH S 62/09' W 20 FT TH

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The apartment building located at 10354 Wilshire Boulevard is a three-story multi-family residence that is rectangular in plan with an open air central atrium and cross gable roof with overhanging eaves and composition shingles. The northeastern corner of the primary façade provides access into the at-grade parking by a single car garage door opening with an automatic metal gate. Above the garage entrance is a two-story grouping of single pane windows. The walls of the main elevation are stucco. The primary façade contains bands of single pane windows with a projecting concrete awning located between the top two stories. The front gable roof which is located on the northwestern corner of the main façade continues the concrete awning, in which it is flanked by a series of single-pane windows within the gable end and a band of large single-pane windows and the main entrance below. The entrance is accessed on each end of the façade via the street on concrete steps and metal railings. There is a field stone garden wall that surrounds the property leading to the garage. The front yard has tall trees and specimen shrubbery that obscure the view of the main elevation.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking south, 8/5/2008, P# Picture 044.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1952, 1953; TRW/Experian

* P7. Owner and Address:
Westside Building Company
5120 W Goldleaf Circle # 300
Los Angeles, CA 90056
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6167

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10354 Wilshire Boulevard

B1. Historic Name: 10354 Wilshire Boulevard

B2. Common Name The Bermuda

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1951. There are no known alterations.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: G.A. Sayler, engineer

* B10. Significance: Theme Modernist Apartment Building Dvlpt. Area Wilshire Boulevard, Westwood

Period of Significance 1951 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This apartment building is a utilitarian design with a horizontal emphasis, low gable roof with overhanging eaves. It incorporates Modernist design elements including a partial curtain wall of windows within metal frames or with metal frame overlay, bands of horizontal slider windows, and at-grade parking within the building accessed from the façade elevation, a feature also common to contemporary split-level suburban housing. The building has no known associations with events or persons important in local, state or national history, and although the building does not appear to have any alterations, its design does not rise to a high level of significance. Therefore, it does not appear to be eligible for listing in the National Register under Criteria A, B, or C or the California Register under Criteria 1, 2,or 3.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #2144.

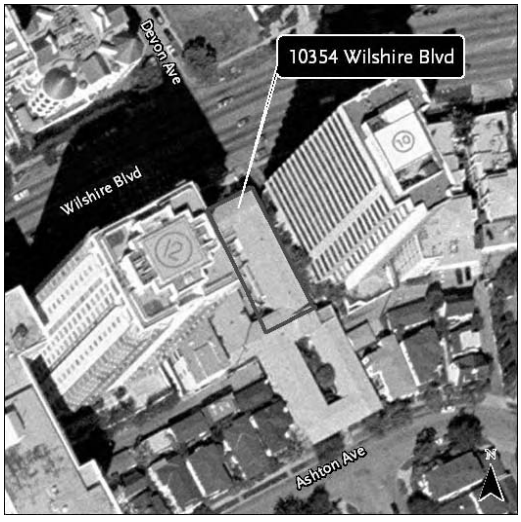
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6168

* Resource Name or #: 10375 Wilshire Boulevard
P1. Other Identifier: Wilshire Terrace Luxury Apartments
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10375 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4359-016-034. LEGAL TR=8422 WILSHIRE TERRACE COOP APT 2A.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
10375 Wilshire Boulevard, designed by Victor Gruen and known as Wilshire Terrace Luxury Apartments, is a freestanding 14-story, 154'-6" tall co-op apartment building completed in 1957. The reinforced concrete building is oriented east-west along the Boulevard and set back from it. The building's parti is that of two pieces comprised of a broad, rectangular low base, 267'x 296,' and a tall, rectangular tower, roughly 90' x 260' set back (north) from the base. Which acts as a large plinth for the tower, this area contains parking, public amenities, a large lobby, and an outdoor swimming pool set beyond and south of the tower, but set into a large concrete surround, separated from the street by mature, well-attended landscaping. (See Continuation Sheet)

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northeast, 8/5/2008, Photo # P 042.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1957, 1991; BP 75742, TRW/Experian

* P7. Owner and Address:
HHB
3090 Pullman Street
Costa Mesa, CA 92626
P--Private

* P8. Recorded by: (Name, affiliation, address)
Barbara Lamprecht
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3S

* Resource Name or #: 10375 Wilshire Boulevard

B1. Historic Name: 10375 Wilshire Boulevard

B2. Common Name: Wilshire Terrace Luxury Apartments

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1957 for the Tishman Realty Construction Co. Alterations include some outdoor rooms enclosed with glass as interior spaces. In 1991, the building was renovated by Gruen Associates following a fire.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: Original Location:

* B8. Related Features:

A construction company imprint is located at the intersection of Beverly Glenn.

B9a. Architect: Victor Gruen b. Builder: Edgardo Contini

* B10. Significance: Theme Modernist Apartment Development Area Wilshire Boulevard, Westwood

Period of Significance 1957 Property Type Multi-Family Residentia Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

10375 Wilshire Boulevard, known as Wilshire Terrace Luxury Apartments, won a national citation award in 1957 in the residential category of the prestigious annual Progressive Architecture competition. The jury, which included Modernist master architects Felix Candela and I.M. Pei, lauded the design's ingenious interior layout that was expressed on the façade, a reciprocity that is a fundamental tenet of Modernism. The building has high design quality, is an excellent example of Mid-Century residential architecture, and retains integrity from its period of significance, 1957. Gruen designed Wilshire Terrace for Tishman Realty, a close corporate connection which also acted as a developer for the Tishman Realty Building. The building has high design quality, is an excellent example of Mid-Century residential architecture, and retains integrity from its period of significance, 1957. It is significant as embodying architectural innovation in residential Modernism and as an example of Victor Gruen's large scale residential architecture. Therefore, it is eligible to qualify for listing under Criterion C, Architecture and Design, at the local level of significance, with a period of significance of 1957.

B11. Additional Resource Attributes: (List attributes and codes):

* B12. References:

Los Angeles Building Permit #75712

TRW/Experian

Progressive Architecture. January 1958. p.88-89.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver & Barbara Lamprecht

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _4 Resource Name or #: 10375 Wilshire Boulevard. **APN: 4359-016-034**

* **Recorded by: Barbara Lamprecht**

[X] Continuation [] Update

P3a. The apartment building's most important character-defining feature is its unusual interior layout. This layout, expressed on the exterior facades, in plan staggers and also alternate flats ranging from four to eight rooms between each subsequent story, resulting in large outdoor "rooms" 17' x 18' by 20' tall that provide generous daylight and fresh air for the interior spaces. These outdoor rooms are T-shaped in plan, with the thickened stem of the T penetrating the interior of the building, perpendicular to the facade. The strokes of the T are expressed as alternating concrete balcony walls on the façade (the short ends of the stroke conceal shallow balconies, part of the larger outdoor space. Thus, the balconies expressed on the long facades act as an ornamental field of concrete "stitching" weaving solids (reinforced concrete and glass) and voids (the outdoor rooms) together to present a cohesive street presence. This stitching is very similar to a running bond pattern in brick. Like a painting within a wide frame, the overall pattern of solids and voids is "contained" at the corners with expanses of concrete that serve to visually anchor the building. The building's other important secondary pattern, another character defining feature, is generated by the square planters terminating each balcony. These are the height of the balcony and are clad in ceramic tile.

The short ends of the buildings on the west and east facades feature identical concrete balconies as seen on the primary (south) and north facades but these are stacked and not interwoven or alternating.

B10. The building successfully and cleverly integrates three architectural ideas simultaneously: the indoors and outdoors; the exterior surface, the façade, and a deep interior; and solid and void. It weaves these ideas by alternating generous outdoor spaces, 17' x 18' x 20' tall, and well-fenestrated indoor rooms. It demonstrates this integration first through the largest pattern of a strong rhythm of solids and voids. Second, this alternating pattern is "stitched" together by means of the long "ribbons" of concrete balconies that mark the central outdoor spaces. A third pattern, a square planter box clad in ceramic tile placed at one end of each balcony, adds a sharp percussive note to the larger rhythm, creating a design that is both lively and strong horizontal, recalling its Modernist pedigree. Gruen's goal was to combine high density urban living with the casual indoor-outdoor California lifestyle,[1] embodied in a building whose spatial divisions readily recall Le Corbusier's most famous housing project, the Unite d'Habitation in Marseilles.

Austrian-American master architect, urban designer and environmentalist Victor Gruen, 1903 – 1980, achieved worldwide fame for his commercial and institutional buildings, numbering almost 1,000. Educated in the building arts at the Techniches Hochschule (University) and the Vienna Academy of Fine Arts, with a background in both theatre arts and design, Gruen, who immigrated to America in 1938, is credited for inventing and refining the free-standing, fully enclosed, American shopping mall, beginning in 1956 with the Southdale Center in Minnesota. He and his partner wife, retail designer Elsie Krummeck, also designed the first Milliron's Department Store (now The Broadway) in Los Angeles, America's first one-story department store with rooftop parking. The development of the

[1] Barbara Lamprecht notes.

ever-larger department store, which fueled Gruen's retail success, was precipitated by an Act of Congress in 1954. Wishing to spur manufacturing, the Act accelerated depreciation on new construction, formerly set at 40 years. This created the opportunity for huge and often tax-free profits for investors and developers and subsequently propelled a rapid increase in mall building, the bigger the better.[2] By the mid 1960s, however, Gruen disavowed his "invention," saying it the once-novel building type had been ruined through greed and misdevelopment. He decried the hegemony of the automobile, writing that its presence meant the "slow murder of the city"[3] and that the roads of suburbia had become "avenues of horror flanked by the greatest collection of vulgarity."[4]

As principal of Victor Gruen Associates (now Gruen Associates), established in 1946, Gruen was one of Los Angeles's most prolific, influential and famous architects of Mid-Century large-scale buildings, along with his contemporaries Welton Becket, Frederick Emmons, A. Quincy Jones, A.C. Martin, and William Pereira. Gruen's most widely known buildings in Los Angeles include the Tishman and Mid-Wilshire Medical Building, both 1951, both representing advances in design and planning (lightweight steel buildings). Other noteworthy projects include city center projects for Kalamazoo, Michigan, Green Bay, Wisconsin and St. Petersburg, Florida; the Charles River Park Urban Redevelopment in Boston; Fox Hills Mall, Culver City; the United State Embassy, Tokyo; and the California Department of Transportation (Caltrans) District 7 Headquarters.

The building has high design quality, is an excellent example of Mid-Century residential architecture, and retains integrity from its period of significance, 1957. It is significant as embodying architectural innovation in residential Modernism and as an example of Victor Gruen's large scale residential architecture. Therefore, it is eligible to qualify for listing under Criterion C, Architecture and Design, at the local level of significance, with a period of significance of 1957.

[2] Thomas Hanchett, "U.S. Tax Policy and Shopping Center Development in the 1950s and 1960s," American History Review. Quoted by Malcom Gladwell in *Terrazzo Jungle*. The New Yorker: March 15, 2004.
[3] Los Angeles Times, February 15, 1980.
[4] Malcom Gladwell. *Terrazzo Jungle*. The New Yorker: March 15, 2004.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6172

* **Resource Name or #:** 10401 Wilshire Boulevard
P1. Other Identifier: _____
* **P2. Location:** ☐ Not for Publication ☑ Unrestricted **a. County** Los Angeles
b. USGS 7.5' Quad _____ **Date** _____ **T** ___; **R** ___; ___ **1/4 of** ___ **1/4 of Sec** ___; _____ **B.M.**
c. Address 10401 Wilshire Blvd **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear feature) **Zone** _____, _____ **mE/** _____ **mN**
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-030-023. LEGAL TR=9200 LAND DESC IN DOC 569997, 040310.

* **P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10401 Wilshire Boulevard is a multi-unit apartment building that is designed in the shape of a Greek cross. The building is 11 stories tall and is composed of concrete. The main elevations feature casement windows that are single pane, paired, or grouped together. A central set stacked balcony is located where the two wings meet on both sides of the long elevation in a geometric shape with metal railings. The stacked balcony and placement of windows provide an emphasis of verticality. There is a flat roof that has slightly overhanging eaves, and the long elevation possesses triangular forms that protrude from the roofline. The façade that faces Wilshire Boulevard features horizontal concrete balconies. The elevations along Wilshire Boulevard and Beverly Glen Boulevard are raised and are supported by concrete square columns to provide parking beneath and around the building. The apartment building is surrounded by mature growth bushes, grass, and a few mature growth trees that line Wilshire Boulevard and South Beverly Glen Boulevard. See Continuation Sheet.

* **P3b. Resource Attributes:** (List attributes and codes) HP3 Multifamily property
* **P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 024.jpg

* **P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1951, 1957; TRW/Experian

* **P7. Owner and Address:**
10401 Wilshire Boulevard LLC
10401 Wilshire Boulevard
Los Angeles, CA 90024
P--Private

* **P8. Recorded by:** (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* **P9. Date Recorded:** 08/20/08

* **P10. Survey Type:** (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* **P11. Report Citation:** (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* **Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3S

* Resource Name or #: 10401 Wilshire Boulevard

B1. Historic Name:

B2. Common Name 10401 Wilshire Boulevard

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1951. Alterations include closed in penthouse balcony, added window surrounds, and a couple of replaced windows.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

There is a sidewalk stamp that displays "SO CALIF. GAS CO 1990".

B9a. Architect: Martin Stern b. Builder: R.R. Bradihan, engineer; William Maran, Contra

* B10. Significance: Theme Modernist Apartment Building Dvlpt. Area Wilshire Boulevard, Westwood

Period of Significance 1951 Property Type Multi-Family Residentia Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

10401 Wilshire Blvd appears to be eligible for listing in the National Register under Criterion C for its association with the architect Martin Stern Jr., (1917-2001) a prolific Mid-Century Modern architect. Stern's 1951 design for the 10401 Wilshire Blvd apartment building can be considered the prototype for his illustrious career designing hotels and resorts in vacation destinations in California, Nevada (Las Vegas), Arizona, Hawaii, Utah, Texas, New York, New Jersey (Atlantic City), as well as Japan, Australia, and Slovenia. Stern has been described as "the master of resort hotel casino design, integrating all the complex functions from parking to casino security." Within Westwood, Stern is known for his futuristic designs of the Ship's coffee shops and Sheri's in Inglewood among other restaurants, as well as bowling alleys, shopping centers, and suburban subdivisions / model homes including Encino Village. (See Continuation)

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

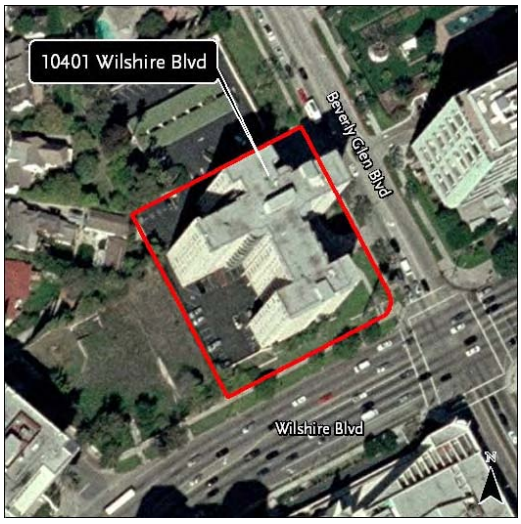
Los Angeles Building Permit #2778.

Googie Redux, Alan Hess, Ultramodern Roadside Architecture, pg 166, Chronicle Books, San Francisco, CA 2004 .

Special Collections: Martin Stern Collection, University of Nevada Las Vegas Libraries, website, Page Editor: Thomas Sommer, Content Provider:

B13. Remarks:

(Sketch map with north arrow required)



* B14. Evaluator: Elizabeth Weaver & Barbara H. Delvac

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

B10. These traits in plan and design can be seen in the 10401 Wilshire blvd building, which looks like a resort hotel from the 1950s. The plan is a "Greek cross" which maximizes views, light, air to the units. The design at the upper floors of the tower slabs have a series of horizontal windows that can be seen as the design precedent for the wider floor plan he created in his later deisgns. The horizontal awnings are a strong design element against the vertical towers, evoking early modern European designs such as those of the German Bauhaus complex and the Dutch de Stijl movement of the early 20th century. This design evolved into his Las Vegas "tri-wing tower."

Stern is recognized for changing the face of the Las Vegas Strip from low, rambling hotels to glamorous complexes of high-rise towers integrating hotels, casinos, lounges, restaurants, parking, and amenities. What began with additions to the existing Sahara Hotel in 1953 culminated with the MGM Grand in 1973. Stern's "tri-wing tower" plan "is still the accepted template" for Las Vegas hotel.[1] He may be to Las Vegas what Morris Lapidus is to Miami Beach in terms of his influence and prolific body of work. His Las Vegas "trademark was the tower with the top floors wider than those below, to accommodate the luxury suites with their panoramic views."[2]

In addition to helping to create and master resort design, Stern "understood the economics of luxury suites and casino design" which included additions to existing hotels as well as taking his formula to other destinations where he integrated his designs into local settings.[3]

Locally, Stern's other residential projects were subdivisions; he designed the 400-tract development of Encino Village, near the southwest corner of the Sepulveda Dam flood. He was noted for designing several basic model homes, with several variations, which increased the design quality of the neighborhood.[4]

Stern may be best known for his futuristic designs for coffee shops including Ship's on Overland Avenue in Culver City (1957), on Wilshire at Glendon in Westwood (1958, demolished 1984), on 1016 S. La Cienega (1958, demolished), Sheri's (1958) in at La Brea and Manchester, Inglewood, both Jack's in Whittier, and Freyer's at Washington and Lincoln…"[5]

[1] Alan Hess, *Googie Redux: Ultramodern Roadside Architecture*, pg 166, Chronicle Books, San Francisco, CA 2004.
[2] Special Collections: Martin Stern Collection, University of Nevada Las Vegas Libraries, website, Page Editor: Thomas Sommer, Content Provider: Peter Michel updated April 28, 2008
[3] Ibid.
[4] www.encinovillageheritageassociation.blogspot.com
[5] Hess, Alan.

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 4_ of _4 Resource Name or #: 10401 Wilshire Boulevard. **APN: 4360-030-023**

* **Recorded by: Barbara Hoff Delvac**

[X] Continuation [] Update

Photograph:

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6176

Page 1 of 4

* Resource Name or #: 10497 Wilshire Boulevard
P1. Other Identifier: Westwood United Methodist Church
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10497 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-029-015. LEGAL TRACT #9200 LOTS 15, 16, 17, 18, 19, 20, OF LEGAL LOT 15.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
There are three resources located on the Westwood United Methodist Church property, located at 10497 Wilshire Boulevard. A two-story church building, Helms Hall, is rectangular in plan. The building has a front gable roof that is clad in clay tiles. The main façade faces Wilshire Boulevard and features an inset arched entrance, which is accessed via a concrete sidewalk and a series of rectangular concrete steps. The entrance contains a pair of paneled wood doors, set into a compound arch. The doors are accented by the portal, which has symmetrical designs that include three decorative columns flanking the doorway. The building has a smooth stucco finish with engaged and fluted concrete columns on the corners of the main elevation that are topped with finials. A running belt course flanks the primary entrance and another belt course is located on the second story. Centered on top of the belt course is a set of three arched windows that are separated by two small concrete columns. The chapel corner stone located on the bottom left corner of the primary elevation reveals the construction date, 1929. There are two additional church facility buildings on the property (See Continuation Sheet).

* P3b. Resource Attributes: (List attributes and codes) HP16 Religious building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 039.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1929, 1939, 1948, 1951; TRW/Experian

* P7. Owner and Address:
Westwood United Methodist Church
N/A

P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6177

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4

* NRHP Status Code 3S

* Resource Name or #: 10497 Wilshire Boulevard

B1. Historic Name: 10497 Wilshire Boulevard

B2. Common Name: Westwood United Methodist Church

B3. Original Use: Religious B4. Present Use: Religious

* B5. Architectural Style: Renaissance Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)

Property for the church, consisting of 180-foot frontage on Wilshire Boulevard, was purchased in 1926. The church was dedicated on December 22, 1929. (See Continuation Sheet).

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

There is a stamp in the sidewalk in front of the chapel that reads "C.L. Peck 1951 Contractor"; construction of the chapel took place in 1951.

B9a. Architect: Claude & Faithfull b. Builder: M.J. Gabrielson, engineer

* B10. Significance: Theme Religious Architectural Development Area Wilshire Boulevard, Westwood

Period of Significance 1929-1948 Property Type Church Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Westwood United Methodist Church, located at 10497 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C and the California Register under Criterion 3. It is an exceptional example of a Renaissance Revival church that exhibits high artistic value within the context of religious buildings on Wilshire Boulevard. The church was founded by G. Bromley Oxnam, Executive Secretary of the Los Angeles Missionary and Church Extension Society, and Dr. Lewis Guild. The church building's associations with events or persons important in local, state or national history do not appear to rise to the level of significance necessary to be eligible for listing in the National Register under Criteria A or B or California Register under Criteria 1 and 2. The church would qualify as a Los Angeles Historic Cultural Monument as a resource important in the cultural and religious history of the city.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permits #12706, 31450, and 3568

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _4 Resource Name or #: 10497 Wilshire Boulevard. **APN: 4360-029-015**

* **Recorded by: Barbara Hoff Delvac**

[X] Continuation [] Update

B6. Westwood United Methodist Church originally consisted of Helms Hall, in 1928. It was then followed with the construction of the educational and fellowship building (1930), and a chapel constructed in 1951. The Chapel's engineer was Ellis Wing Taylor and the contractor was C.L. Peck. There are no known alterations.

P3a. Also located at 10497 Wilshire Boulevard is a Sunday school building and chapel for the Westwood United Methodist Church. The Sunday school building is rectangular in plan and attached to the chapel and main church building. It was designed in the Spanish Colonial Revival style as a one-story connecting structure. It contains wood frame windows, a slightly recessed wood door, and a side gable roof with clay tiles.

The chapel was constructed in 1951, which is indicated in a stamp mark located on a concrete slab of the sidewalk in front of the building; as well as the primary elevation in between the two entrances, where it is carved in the stone "A.D. 1951". The chapel is a one-story building and features a tall steeple that rises from the primary façade. The entrance is accessed through one of the two portals that are positioned at a diagonal and come together, towards the street at a "V". These portals are highly ornamented with stonework in the Gothic Revival style, which includes decorative modillions within the door jamb, open lancets with trefoil arches, gargoyles, and finials. The entrance is framed by a pair of projecting pilasters clad in stone. The tower is set back from the entrance and rises a couple stories with a central vertical element emphasizing the height. The tower is stepped on the sides, in which there is a curved, stepped parapet on a lower, recessed elevation. The top of the tower has a recessed elevation that contains decorative brackets that flank the ornamental apex of the steeple. The top is decorated with more gothic revival tracery and designs similar to the entrance and extends into the sky with a copper steeple that exhibits diagonal detailing.

Photograph:

Figure 1. Primary façade/tower of the 1951 chapel.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6180

Page 1 of 2

* Resource Name or #: 10530 Wilshire Boulevard

P1. Other Identifier: _____

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 10530 Wilshire Blvd City Los Angeles Zip 90024

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

Assessor Parcel Number: 4326-003-007. LEGAL TRACT NO 4677 NE 12.65 FT OF LOT 10 AND ALL OF LOTS 7&8 AND LEGAL LOT 10.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The buildings located at 10530 Wilshire Boulevard consist of a pair of U-shape apartment complexes that are six stories tall. The buildings are symmetrically aligned so that the two facades that face Wilshire Boulevard mirror each other. The buildings have a smooth stucco finish that features quoning on the outer corners of the main elevations and a row framing the inner bays. There is a pedimented parapet above each main elevation that has dentil molding and molding framing a central "WW" within the pediment. A chimney with molding on top is also located on the flat roofs. The two elevations each have a primary entrance that is two stories tall, off-center, and features a large Palladian arch filled with glass and metal grillwork. The entrance accents the neoclassic motif, where it is surrounded by two pilasters and heavy molding. Flanking the two story arched entrance is a pair of casement windows that have a thick concrete surround. Above the entrance is a thick concrete belt course, as well as a series of three large single panes of glass windows within a concrete surround, and the fourth and fifth stores have a short balcony, in which there is a decorative metal balustrade. Flanking each three-pane window balcony is a pair of casement windows with a concrete surround. The inner bays of each façade have a smaller three-bay casement window that have a concrete surround and are located on the second through sixth floors. The sixth floor is highlighted by heavy molding, in which a belt course runs the length of the main facades in between the fifth and sixth stories and the roofline draws attention to a heavy entablature. In addition, the three-bay window with flanking casement windows accented with two fluted pilasters that anchor the false pediment above.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property

* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking southeast, 8/5/2008, P# Picture 048.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

1952, TRW/Experian

* P7. Owner and Address:
Roberts Wilshire Boulevard LLC
2886 Colorado Avenue
Santa Monica, CA 90404
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6181

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10530 Wilshire Boulevard

B1. Historic Name: 10530 Wilshire Boulevard

B2. Common Name 10530 Wilshire Boulevard

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Neoclassical

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1950. Alterations include replaced windows.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

The complex is framed on Wilshire Boulevard with a row of mature bushes along the main facades and a mature tree. The atrium in between the two buildings features a swimming pool.

B9a. Architect: Hugh Gibbs b. Builder: C.F. Knowlton Jr., engineer; Viking Constructio

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1950 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 10530 Wilshire Boulevard has Neoclassical design elements which have been applied to a utilitarian multi-unit building. The architectural details are greatly simplified but appropriately scaled. The building lacks integrity due to replaced windows throughout the main façade. Given the lack of architectural significance and integrity, the building is not eligible for listing in the National Register under Criterion C or the California Register under Criterion 3. In addition, there are no known associations with events or persons important in local, state or national history, therefore the building does not appear to meet Criteria A or B for listing in the National Register or Criteria 1 or 2 for the California Register.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #25088.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6182

* Resource Name or #: 10717 Wilshire Boulevard
P1. Other Identifier: Sterling Wilshire Building
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 10717 Wilshire Blvd City Los Angeles Zip 90212
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-011-037. LEGAL TRACT NO 23904 LOT 1.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10717 Wilshire Boulevard is a twelve-story apartment building that is irregular in plan. The building is composed of concrete and has a flat roof with a central one-story building that provides access to the roof. The building has a recessed ground floor that is composed of concrete and contains a garage door for parking beneath the building. This elevation displays a band of single-pane glass windows and an inset main entrance that has glass doors and a porte cochere awning. The ground floor extends the east where the garage door is located along with single pane glass windows. Above the eastern extension is a patio for residences. The primary façade is seven bays wide and features two bays of aluminum sliding windows that extends vertically 10 stories along the eastern portion of the main elevation. The other five bays of the main elevation are recessed and the second to eighth stories feature a long balcony that is composed of concrete with metal railings. The balcony has a divider between the western second bay and the remaining three bays of the balcony due to apartment configurations. The windows along the balconies are aluminum sliders. Glass sliding doors providing access to the exterior. The ninth through eleventh stories features similar aluminum sliding windows and glass doors providing access to two concrete balconies per floor that extends one bay in width. The twelfth floor features a wrap around concrete balcony and roof with overhanging eaves. Mature growth trees are located in front of the building.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 102.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1951, 1959; TRW/Experian

* P7. Owner and Address:
Donal Sterling & Sterling Family
9441 Wilshire Boulevard
Beverly Hills, CA 90212
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6183

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10717 Wilshire Boulevard

B1. Historic Name: 10717 Wilshire Boulevard

B2. Common Name: Sterling Wilshire Building

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1950. Alterations include the addition of the 4 upper stories, replacement windows, and balcony placement and railings.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

The sidewalk reveals a personal imprint "1951", "City of LA" stamp, and personal carving further on sidewalk that shows"1964".

B9a. Architect: Maurice Fleishman b. Builder: K. Bardisbanian, eng.; William Siegelman, cont.

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1950 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure appears to have been altered with the addition of the 4 upper stories, replacement windows, and balcony placement and railings. The building has no known associations with events or persons important in local, state or national history, such as the original owners of the building, Westwood Towers Inc., as well as owners during construction that included William Siegelman, Dr. D. M. Brotman, Allen Barney, Samuel Kress, and Jean Glick. Although Samuel Kress is an important person in national history, Kress was only involved in the construction stage as one of several owners. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A or B or the California Register of Historical Resources under Criteria 1 or 2. In addition, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion C and the California Register of Historical Resources under Criterion 3 due to alterations and loss of integrity.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #17772.

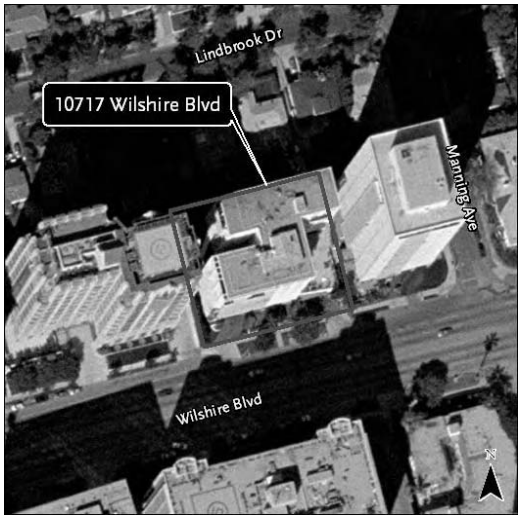
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6184

* Resource Name or #: 1116-1120 Manning Avenue
P1. Other Identifier: _____
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 1116 Manning Ave City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-011-004. LEGAL TRACT #9070 LOT 7.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The two-and-a-half story apartment building at the northeast corner of Wilshire Boulevard is transitional in style embracing the Modern and evoking the Prairie Style with Colonial Revival details, likely alterations and additions; it has at-grade and underground interior parking, accessed by a metal garage door at the south end of the façade (west elevation on Manning Ave.) The rough-texture stucco building is rectangular in plan, 7-bays wide with a recessed 2nd floor balcony partially in-filled, hipped roof featuring projecting eaves, segmental-top dormers for louvered vents, and elliptical-shaft chimneys. The building entrance is from Manning, at the 2nd level (above the indoor parking) and is accessed by concrete stairs with stepped paneled side and porch walls with railings of stylized floral balustrades at the landings. The 1st floor has large openings, with recessed narrow wood casings for the multi-pane wood casement windows creating an industrial appearance; multi-pane wood frame oriole windows flanking the main entrance: a Colonial Revival ensemble comprising a painted wood-paneled door and wide wood surrounds with a broken pediment and stylized flower, and sidelights that appear to be painted. On the 2nd floor there are single pane casements on the infill wall and sliding doors at the balcony units. At the 2nd floor window sill level there is a narrow belt course that runs the length of the façade, emphasizing the horizontality of the building mass; this feature along with the roof overhang and the 2nd floor window and balcony arrangement contribute to the Prairie Style appearance, simplified, and adapted to Modernism. The south façade facing Wilshire Blvd. is obscured by mature vegetation; the site has small shrubs and mature growth trees.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking east, 8/5/2008, P# P 027.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1941, TRW/Experian

* P7. Owner and Address:
Beverly Wilshire CT Associates
1008 W Garvey Avenue
Monterey Park, CA 91754
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance Section 106 Com
P --Project Review --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6185

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 1116-1120 Manning Avenue

B1. Historic Name: 1116 Manning Avenue

B2. Common Name 1116 Manning Avenue

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940. Likely alterations: partial infill 2nd fl balcony, Colonial Revival details: main door surround, pediment, oriel windows, shallow arched top dormers. aluminum casement windows, sliding doors.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: George Fosdyke, engineer.

* B10. Significance: Theme Period Revival Apartment Building Dvlpt. Area Wilshire Boulevard, Westwood

Period of Significance 1940 Property Type Multi-family Residential Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1116 Manning is an eclectic, transitional design of Mid-Century Modern with elements of the Prairie Style. The multi-unit, low-rise 2-story building embraces Modernism by the horizontal rectilinear massing emphasized by the overhanging roof, lack of original ornamentation, and the industrial style multi-pane casement windows, the single pane casement windows, and slider doors. The Prairie Style characteristics include the shallow hipped roof with projecting eaves, the arrangement of the 2nd floor windows and recessed balcony doors that give an overall appearance of ribbon windows, and the stringcourse below the 2nd floor windows. The building was designed to accommodate the automobile by providing indoor at-and-below-grade parking. The building has likely been altered, evident by the variety of window styles, the irregular window arrangements, the partial infill of the 2nd floor recessed balcony with modern single-pane casement windows, sliding doors on the remaining balcony, the Colonial-style framing and pediment at the main entrance, the 1st floor oriel windows flanking the door, and segmental arched dormers. Research did not identify a designer or any local, State or National historical significance associated with the known engineer or the property. The transitional architectural design has been sufficiently altered and therefore lacks integrity. Given these factors, the building does not appear to meet Criteria B or C for listing in the National Register or Criteria 2 or 3 for the California Register.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #33873.

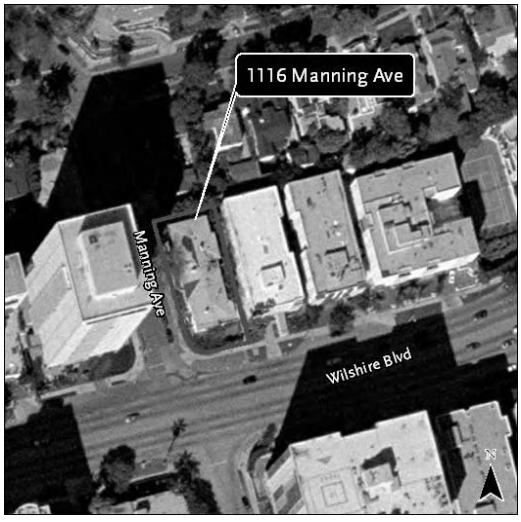
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6186

* Resource Name or #: 10655 Wilshire Boulevard
P1. Other Identifier: _____
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 10655 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-011-025. LEGAL SUB OF RANCHO SAN JOSE DE BUENOS AYRES NW 175 FT OF SE 200 FT OF SW 73.34 FT OF LOT 5.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10655 Wilshire Boulevard is a five story apartment building that is rectangular in plan. The building is composed of brick with a smooth stucco finish on the projecting central bay and contains a flat roof. The ground floor is recessed and has a gated garage entrance to provide parking on the lower level. The primary entrance is also located off-center on the ground floor and is accessed via a concrete walkway with a laminated green safety glass butterfly roof; the laminated safety glass is also located on the elevation adjacent to the glass door entry. The four stories above the ground floor are symmetrical in design and features a central band of 5 alternating aluminum sliding windows with bands of brick veneer located within a projecting boxed shelf. Flanking the central bay is a recessed elevation composed of brick that contains sliding glass doors and a brick balcony. The yard in front of the building consists of grass, flowers, and mature growth bushes, as well as an asphalt driveway to provide access into the garage.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking north, 8/5/2008, P# Picture 100.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1955, 1957; TRW/Experian

* P7. Owner and Address:
Princess Apartments LLC
PO Box 844
Santa Monica, CA 90406
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6187

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10655 Wilshire Boulevard

B1. Historic Name: 10655 Wilshire Boulevard

B2. Common Name 10655 Wilshire Boulevard

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was built in conjunction with 10645 Wilshire Boulevard in 1954. Alterations include replaced windows.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: J. Solomon, engineer

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1954 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure at 10655 Wilshire Boulevard is not a distinguished example of modernist design nor does it rise to the level of master work. The building also lacks integrity due to window replacements. The building has no known associations with events or persons important in local, state or national history, including the original owner, Ralph Weiner. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A, B, or C or the California Register of Historical Resources under Criteria 1,2, or 3.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #86824.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6188

* Resource Name or #: 10645 Wilshire Boulevard
P1. Other Identifier: Wilshire Westwood Terrace
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 10645 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-031-001. LEGAL *TR=34658 CONDOMINIUM*UNIT 101.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10645 Wilshire Boulevard is a five story condominium building that is rectangular in plan. The building is composed of running course brick and has a flat roof with an overhang on the primary facade. The ground floor features a gated garage entrance, where parking is provided on the lower level, and the main entrance is accessed by brick steps to an inset pair of glass doors with flanking sidelights. The four stories above are symmetrical with a central pair of aluminum sliding or vinyl windows with a lower sill and round awning. These windows are flanked by a tripartite vinyl or aluminum windows with lower sill and round awning. The side bays are recessed with sliding glass doors and possess brick balconies with a small metal railing. The fifth floor features awnings above the balconies. The building is accented with quoining on the corners of the main façade. The building is accessed by an asphalt circular driveway, brick garden walls, and mature growth trees.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 099.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1955, 1981; TRW/Experian

* P7. Owner and Address:
David Javid
2324 S Beverly Glen Boulevard #304
Los Angeles, CA 90064
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10645 Wilshire Boulevard

B1. Historic Name: 10645 Wilshire Boulevard

B2. Common Name: Wilshire Westwood Terrace

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1954. In 1980, the Apartment complex was converted into condominiums. Alterations include replaced windows and added awnings.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: J. Solomon, engineer

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1954 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure is a utilitarian design; alterations include replacement windows and awnings. The building has no known associations with events or persons important in local, state or national history, including the original owner, Ralph Weiner. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A or B. In addition, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion C.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #86823.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6190

Page 1 of 2

* Resource Name or #: 10635 Wilshire Boulevard
P1. Other Identifier: Wilshire West
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10635 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4360-011-003. LEGAL TRACT #9070 LOTS 5 AND LEGAL LOT 5.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10635 Wilshire Boulevard is a six story apartment complex. The building features a newly remodeled inset ground floor, which consists of a band of single pane windows and an off-center glass entrance which is framed by a small awning. The building has a smooth stucco finish and a flat roof. The primary elevation is asymmetrically aligned and consists of six bays that contain aluminum sliding windows with a lower sill that are alternated by a projecting balcony composed of running course brick and small metal railing. The eastern bay consists of a recessed band of aluminum sliding windows with a lower band of brick veneer that mimics the balconies. The placement of the windows create a visual sense of verticality, as well as horizontality of the balconies. Along with the new construction of the ground floor is a newly built concrete block retaining wall, which holds an asphalt parking lot for the building.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northwest, 8/5/2008, P# Picture 098.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1957, TRW/Experian

* P7. Owner and Address:
Wilshire Manor Apartments
6828 Valjean Avenue
Van Nuys, CA 91406
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☑ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: 10635 Wilshire Boulevard

B1. Historic Name: 10635 Wilshire Boulevard

B2. Common Name: Wilshire West

B3. Original Use: Multi-Family Residential B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1956. Alterations includes new construction of the ground floor and a brand new concrete block retaining wall located in the front of the building.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

There is a curb stamp that displays "WPA 1940".

B9a. Architect: Treadway & Tell b. Builder: W.D. Treadway, engineer.

* B10. Significance: Theme Apartment Building Development Area Wilshire Boulevard, Westwood

Period of Significance 1956 Property Type Multi-Family Residentia Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure is a utilitarian design; alterations include a newly constructed concrete block wall and ground floor façade changes. It has no known associations with events or persons important in local, state or national history, including the original owner and manager, Ralph Weiner and Carlton Management Co. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criteria A or B. In addition, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion C.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #47957.

Proquest articles from the Historic "Los Angeles Times."

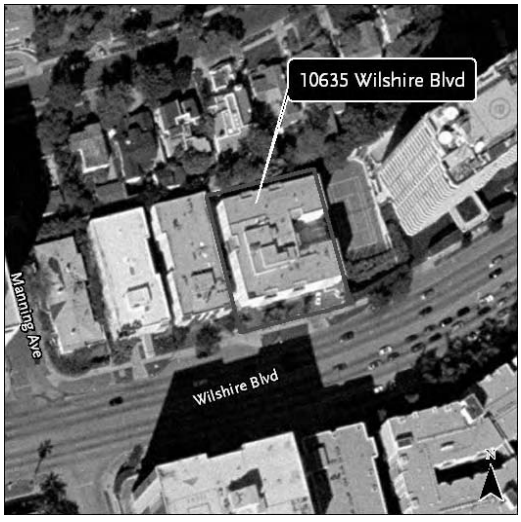
B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6192

* Resource Name or #: 10822 Wilshire Boulevard
P1. Other Identifier: Westwood Presbyterian Church
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10822 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4325-005-054. LEGAL *TR=SUB OF RO SAN JOSE DE BUENOS AYRES *LOT COM AT MOST W COR OF LOT 4 BLK 31 TR NO 7803 TH N 72/19'58" E 89 FT TH N 21/59'05" W 89.61 FT TH S 72/19'58" W TO ELY LINE OF OR 1942-239 TH N 21/59' OF LEGAL LOT 4

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10822 Wilshire Boulevard, known as Westwood Presbyterian Church, is a large two-story church building that is rectangular in plan. The symmetrical building is composed of poured concrete and has a front gable roof with clay tiles. The apex of the roof contains a small concrete cross. The primary, north, elevation faces Wilshire Boulevard and features a large gothic arched entrance. There is double wood paneled doors painted red that are highlighted by surrounding concrete molding that frames the gothic arch. Flanking the entrance is a diamond pane glass window within a wood surround. Each window has an eyebrow molding composed of concrete and the lower section of the sill is flared out. Above the first story is a concrete belt course, and centered within the second story is a large circular stain glass window with concrete surround. The window is interrupting a plain belt course of concrete that is slightly raised from the elevation. The corners of the main elevation are buttressed by supportive concrete pilasters that provide support and decoration to the structure. The original building on the property was constructed in 1938 and relocated on the rear portion of the parcel. See Continuation Sheet.

* P3b. Resource Attributes: (List attributes and codes) HP16 Religious building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking south, 8/5/2008, P# Picture 069.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1938, 1949; TRW/Experian

* P7. Owner and Address:
Westwood Presbyterian Church
10822 Wilshire Boulevard
Los Angeles, CA 90024
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3S

* Resource Name or #: 10822 Wilshire Boulevard

B1. Historic Name: 10822 Wilshire Boulevard

B2. Common Name: Westwood Presbyterian Church

B3. Original Use: Religious B4. Present Use: Religious

* B5. Architectural Style: Gothic Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The former Janss Corp real estate office was moved to the site in 1950 and retrofitted for use as a chapel. The sanctuary was completed in 1953. In 1956, an education building was constructed, designed by Wilkinson & Crosby.(See Continuation Sheet).

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: Original Location:

* B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Gothic Revival Architecture Area Wilshire Boulevard, Westwood

Period of Significance 1938, 1953, 1956 Property Type Religious Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Westwood Presbyterian Church, located 10822 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C and the California Register under Criterion 3. It is an exceptional example of a religious building and exhibits high artistic value and historic significance within the context of religious buildings on Wilshire Boulevard. The church was founded by the Reverend Cecil Hoffman, the Presbyterian campus minister at UCLA. In 1950, the congregation moved the former Janss Corporation real estate office to the current site and retrofitted it for use as a chapel. A new sanctuary building was constructed in 1953, interpreting the Gothic Revival style in poured concrete with clay tile roof. The church building's known associations with events or persons important in local, state or national history do not appear to rise to the level of significance necessary to be eligible for listing in the National Register under Criteria A or B or California Register under Criteria 1 and 2. The church would qualify as a Los Angeles Historic Cultural Monument at the local level of significance.

B11. Additional Resource Attributes: (List attributes and codes):

* B12. References:

Proquest articles from the Historic "Los Angeles Times."

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _3 Resource Name or #: 10822 Wilshire Boulevard. **APN: 4325-005-054**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

P3a. There are no known alterations. To accommodate the growing congregation, the chapel (Janss building) was eventually remodeled.

Photographs:

Figure 1: Original building on the parcel that served as the Real Estate Office for Janss Investment Company and later addition.

Figure 2: East elevation of Church and later addition, view southwest.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6195

Page 1 of 3

* Resource Name or #: United States Army Reserve Center/Sadao Munemori Hall
P1. Other Identifier: Veterans Hospital and Park
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 1250 Federal Ave City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4365-008-904.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 1250 Federal Avenue is a two-story government building that is rectangular in plan. It is clad in brick and single panes of glass joined by metal partitions. The building, designed in Modern style, is asymmetrical in form. The primary façade, which faces Wilshire Boulevard, features an off-center small tower, that rises three stories. There is a vertical emphasis with a solid brick wall, flanked by single panes of glass. The tower is bounded by a projecting brick wall, which encompasses the side elevations. The name of the building is located in the original lettering on the first floor of the small tower. The tower is flanked to the west by a large two-story bay of single-pane glass with metal partitions. To the east of the small tower is a solid bay of brick followed by a series of single-pane glass wall with metal partitions. The elevation continues east with a projecting brick wall, where the elevation continues with a glass wall and final brick bay. The building is surrounded by grass and a few mature trees, as well as fence that borders the Veteran's Administration (VA) property. A parking lot is located south of the building. The building located at 1250 Federal Avenue is one of several buildings located on the property. The land is owned by the VA, which also contains a hospital, other medical buildings, residential housing that includes the Governor's House, an additional Air Force Reserve Center, and an Air National Guard building. (See additional DPRs.)

* P3b. Resource Attributes: (List attributes and codes) HP14 Government building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking southeast, 8/5/2008, P# Picture 117.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1957

* P7. Owner and Address:
Veterans Administration
N/A

F--Federal

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 08/20/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3S

* Resource Name or #: United States Army Reserve Center/Sadao Munemori Hall

B1. Historic Name: United States Army Reserve Center/Sadao Munemori Hall

B2. Common Name United States Army Reserve Center/Sadao Munemori Hall

B3. Original Use: Government Use B4. Present Use: Government Use

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1957. There are no known alterations.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: Original Location:

* B8. Related Features:

The curb and sidewalk in front of the parcel has several stamps that display "Geo. R. Curtis 1929 Paving Co Inc.", "JA Thompson & Sons Contractor" with dates 1957 and 1956. There are curbs that are detailed by a series of impressed diagonals.

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Modernist Architecture Area Wilshire Boulevard, Westwood

Period of Significance 1957 Property Type Government Offices Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The context for the United States Army Reserve Center/Sadao Munemori Hall Post World War II Federal government buildings constructed in Southern California. Architecturally, the 2-story, Mid-Century Modern design is in keeping with Federal architectural traditions that draw from American Classical precedents. The United States Army Reserve Center/Sadao Munemori Hall pays homage to this history by the red brick exterior walls punctuated by shallow brick projections simulating pilasters that subdivide the wall planes into vertical sections. The overall composition is a proportional and measured progression of modular elements: the subdivisions and the pattern of the clear glass and opaque spandrel panels composing the curtain wall windows. The process of simplifying the form, composition, and details of American Classical architecture by only hinting at the styles began with the Federal buildings constructed during and soon after the Great Depression. The Mid-Century contemporary design of the United States Army Reserve Center/Sadao Munemori Hall continues this evolution by further distilling Classicism while retaining the gravitas, achieved by the balance of the subtle vertical elements and the strong horizontal (rectilinear) massing, both emphasized by the extensions of brick beyond the plains of the walls and roof and as borders for the Miesian-style steel frame curtain walls. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes):

* B12. References:

Proquest article from the historic "Los Angeles Times".

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _3 Resource Name or #: 1250 Federal Avenue. **APN: 4365-008-904**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

P3a. In addition to the building located at 1250 Federal Avenue, there are 2 other government buildings located south along Federal Avenue: Holderman Hall at 1258 Federal Avenue, an Army Reserve Building, and the National Guard Building at 1200 Federal Avenue. The parcel of land that includes these buildings also incorporates the buildings used for the Veterans Administration (VA). The VA buildings include the hospital, associated hospital building, government housing, and the "Governor's House". The parcel is very large in size, expanding from Federal Avenue down Wilshire Boulevard to Interstate 405. The property consists of a well maintained yard with mature trees, Palm tree farm, landscaped bushes around the buildings, and associated asphalt parking lots with connecting streets from Wilshire Boulevard.

B10. The United States Army Reserve Center/Sadao Munemori Hall, 1250 Federal Avenue, unknown designer, architect or engineer, was clearly familiar with the works of the early modern architects. The building incorporates design features associated with Mies van der Rohe, the curtain wall; Louis Kahn and Paul Rudolph, the vertical brick sections extending above the roof and the projecting brick bays adjacent to the curtain walls. The Mid-Century design is an elegant solution: it maintains the image of Federal buildings, while embracing the tenets and materials of Modern architecture. Based on this architectural achievement, the building appears to meet the eligibility standard of Criterion C for listing in the National Register and Criterion 3 for listing in the California Register.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6198

* Resource Name or #: 10416 Wilshire Boulevard
P1. Other Identifier: Sinai Temple
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T___; R___; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 10416 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4327-001-004. LEGAL TR=4677 LOTS 2,3,EX OF ST LOTS 4,5 AND LEGAL LOT 2.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 10400 Wilshire Boulevard, known as the Sinai Temple, is a series of buildings that occupy a full city block. The original building is located on the northwest corner of the block. The Temple was designed in a Post-Modern style, in which it displays geometric forms that were accented on the corners and primary entrance, that was originally located on the western elevation. The building is designed in the shape of a diamond and contains a flat roof. The entrance is raised from the street with concrete steps and concrete porch wall with metal railings. A metal garage gate is located below the entrance to provide underground parking for congregants. The entrance reveals a pair of double doors that are covered from a cantilevered concrete overhang. The entrance is accented with a convex and concave concrete panels, in which the central projecting corner contains a vertical band of open diamonds that is replicated on the bottom of the convex panels fanning the central projection. The surrounding elevations are composed of tilt up concrete panels. The corner of the building facing the intersection of Wilshire Boulevard features the same elements as the corner of the original building located in the middle of the block along Wilshire. The corners display the same convex concrete panels with flanking concave panels, in which the protruding center panels contain a band of large diamond shaped stain glass windows. The stain glass windows are implemented into the Wilshire façade, where there is a connecting one-story elevation that extends the length of the elevation that contains a band of triangles that are composed of stain glass. The recessed façade is composed of tilt-up concrete panels. See Continuation Sheet.

* P3b. Resource Attributes: (List attributes and codes) HP16 Religious building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking southwest, 8/5/2008, P# Picture 022.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1959, 1968, 1998; TRW/Experian

* P7. Owner and Address:
Sinai Temple
10400 Wilshire Boulevard
Los Angeles, CA 90024
P--Private

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver & Barbara H. Delvac
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/20/2008

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3S

* Resource Name or #: 10416 Wilshire Boulevard

B1. Historic Name: 10416 Wilshire Boulevard

B2. Common Name Sinai Temple

B3. Original Use: Religious B4. Present Use: Religious

* B5. Architectural Style: Post-Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

In 1959, at the time of construction, an existing Sunday school was in use on the property. There was a large addition to the building on Beverly Glen that was constructed in 1968 by Eisenshtat, and a 1998 addition is located on the parcel south portion.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Sidney Eisenshtat b. Builder: Joseph Sheffey, engineer.

* B10. Significance: Theme Religious Architectural Development Area Wilshire Boulevard, Westwood

Period of Significance 1959. Property Type Religious Applicable Criteria 3S

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sinai Temple appears to be eligible for the National Register under Criterion C for its association with an important Modern architect, Sidney Eisenshtat, and as a significant religious building that contributes to a Context of Historic Religious Architecture on Wilshire Boulevard and the Adjacent Neighborhoods. Within the context of religious buildings along Wilshire Blvd., the period of significance would span the 1920s to the 1970s, therefore including the recognized architectural periods and styles, and many prominent architects who practiced in Los Angeles. The temple is not associated with any significant events that would determine it eligible for the National Register under Criterion A orB and the California Register under Criterion 1 or 2. (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building Permit #30919.

The Jewish Daily Forward online 12/8/2007: Sidney Eisenshtat, 90, Leading Synagogue Architect, by Samuel D. Gruber, Fri. Apr 01, 2005.

Sinai Temple A Centennial History 1906 – 2006, Florie Brizel, Sinai Temple, Los Angeles, Ca, 2007. Pg 98.

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 8/20/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 3_ of _8 Resource Name or #: 10416 Wilshire Boulevard. **APN: 4327-001-004**

* **Recorded by: Barbara Hoff Delvac**

[X] Continuation [] Update

B10. The Sinai Temple is complex that occupies the entire city block on the south side of Wilshire between S. Beverly Glen on the east and Holmby Ave. on the west. The temple sanctuary is prominently placed at the northwest section of the block, at the intersection of Wilshire and Holmby. The Temple complex includes the main sanctuary, community hall, other public spaces, the Sinai Akiba Academy day school (1968) and the Blumenthal Library. For this study, only the temple is being evaluated for historical significance. Completed in 1960, Sinai Temple is an excellent example of architectural expressionism, a style of volume, devoid of decoration, and as the name implies flexibility of communicating its purpose, use, origins and history. It is a branch of modernism associated with architects Frank Lloyd Wright and Erich Mendelsohn; both have designed synagogues. The architect, Sidney Eisenshtat (1914-2005) was one of the country's foremost designers of synagogues and other buildings related to Jewish endeavors.

The design of Sinai Temple appears to be based on the triangular elements of the Star of David. This is evident at the northwest corner of the building by the play of sunlight and shadows created by the triangular shapes, solid planes and voids of stained glass formed by the thin concrete interlocking walls and flat roofs soaring upward creating an "awesome, uplifting" feeling as a religious building is meant to do. The triangular pattern and soaring motion are themes throughout the exterior and interior. This is most prominent at the original entrance canopy at the southwest corner of the sanctuary, midblock along Holmby, and south of Wilshire. The approx. 3-story canopy comprises "folded" sheets of concrete panels; there is a vertical band of open diamonds along the central projecting corner fold; this pattern is replicated at the lower portions of the folded panels fanning the central projection where they are perpendicular to two layers of cantilevered canopies above the pair of double doors. The entrance itself is raised from the street with concrete steps and side walls with metal railings. A metal garage gate is located below to provide underground parking for congregants. The current entrance near the S. Beverly Glen corner continues the folded concrete design and is marked by a newer contemporary bas-relief bronze sculpture, affixed to the angled corner wall, of hands holding the Torah scrolls; from a distance it also reads as a man, woman, and child – a family, an ambiguous and appropriate vision given the Hebrew words below "from generation to generation." The surrounding elevations comprise tilt-up concrete panels. The Wilshire elevation is one-story comprising a series of triangular stain glass windows.

Sidney Eisenshtat

Sidney Eisenshtat (1914-2005) is internationally-recognized for his modern synagogue designs and other buildings related to Jewish life, beginning in the 1950s, using "thin shell concrete for shaping space into expressive, often soaring forms." He has been "grouped with [other] famous non-Jewish contemporaries, Frank Lloyd Wright, Minoru Yamasaki and Philip Johnson, who all designed important synagogues in the 1950s and '60s."[1]

\

[1] *The Jewish Daily Forward* online 12/8/2007: Sidney Eisenshtat, 90, Leading Synagogue Architect, by Samuel D. Gruber, Fri. Apr 01, 2005

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 4_ of _8 Resource Name or #: 10416 Wilshire Boulevard. **APN: 4327-001-004**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

Eisenshtat was "prolific in Southern California." beginning with his "first major religious structure, Temple Emanuel in Beverly Hills, in 1951." He was part of the movement to re-invent the synagogue design, to translate the traditional into the modern to be compatible with the evolution of religious practice.[2] His regional buildings include several in Beverly Hills: Temple Emanuel and school, 1954; Union Bank; and the Friars Club; he also designed the Westside Jewish Community Center in Los Angeles, the Sven Lokrantz School for disabled children in Reseda and the master plan for the University of Judaism in Bel-Air, completed in 1977 [now the American Jewish University]. He also is recognized for his designs of synagogues in Detroit, the Orthodox B'nai David, and the Reform Temple Mount Sinai in El Paso, Texas, as well as churches, and the Hillel House at his alma mater, University of Southern California, where he graduated in 1935.He also designed "the House of the Book, a chapel and conference hall at the Brandeis-Bardin Institute, located in Simi Valley." This building and the El Paso temple are "integrated into striking arid landscapes, in which they are set like large sculptural works." [3]

When the Sinai Temple congregation acquired their current site, it "turned to Sidney Eisenshtat with the notion that an important building needed an important architect: he was the 'artist' to execute their vision." Eisenshtat "had a stellar professional reputation nationally, both in the secular and Jewish communities. He had already designed several important synagogues around the country including Temple Emmanuel in Beverly Hills."[4]

Sinai Temple and Sidney Eisenshtat

Sinai Temple is characteristic of Eisenshtat's style where thin concrete walls create dramatic spaces and soaring forms; walls are white devoid of decoration except at the focal points of the windows, entrance, and on the interior at the Ark. He used "simple materials and [brought] abundant natural light" to the interiors. There are "thirteen multi-colored pyramids [windows] representing the mysticism of God in Judaism, running the length of the façade on Wilshire Blvd…". Behind the Ark is "an eighty-foot high stained glass window…composed of thousands of chipped and faceted pieces of glass set into a special matrix."[5]

The overall design and massing have been referred to as a tent, a recurring reference and theme in the Hebrew Bible, prayer, ritual, and music. "Architect Eisenshtat's tent-like sanctuary, designed as an oasis in the midst of the city," is meant to offer "spiritual restoration to refresh the weak and weary and give guidance to all on the road to Jerusalem. How godly are thy tents. O Jacob, they dwellings, Oh Israel!"[6]

---

[2] *The Jewish Daily Forward* online 12/8/2007: Sidney Eisenshtat, 90, Leading Synagogue Architect, by Samuel D. Gruber, Fri. Apr 01, 2005

[3] Obituary: *Los Angeles Times* Archive 3/5/2005, "Sidney Eisenshtat, 90; Was Known for His Innovative Synagogues" by Mary Rourke. *The Jewish Daily Forward* online 12/8/2007: Sidney Eisenshtat, 90, Leading Synagogue Architect, by Samuel D. Gruber, Fri. Apr 01, 2005

[4] *Sinai Temple A Centennial History 1906 – 2006*, Florie Brizel, Sinai Temple, Los Angeles, Ca, 2007. Pg 98.

[5] Ibid.

[6] Ibid.

The reference is to the beauty of the tent settlement that saved the wondering Hebrews from destruction as told in a prayer that is part of the weekly Shabbat service. The triangular design motif could also references the Star of David. The angled soaring profiles of the walls create the "awesome, uplifting" feeling that a religious building is meant to convey. The star concept is further emphasized by the play of sunlight and shadows created by the voids in the pylons at the northwest corner of the building.

The *New York* Times recognized the building by commenting on its construction: "Sinai Temple attracted world attention" as evident from *the New York Times* that "testified to its architectural beauty and spiritual grandeur: …" The article described the new Sinai Temple by quoting the rabbi, Israel Chodos as, " reflecting 4000 years of Judaism with an eye to the future" and architect, Sidney Eisenshtat, as "a beautiful piece of sculpture in an island of apartment houses".[7]

Like all contemporary synagogues the challenge is flexibility, to accommodate the large attendance during the High Holydays while creating a more intimate sanctuary for weekly prayer. Eisenshtat's design met this challenge through his design of the wall separating the "sanctuary and community hall…; the 120 feet wide and thirty feet high… can be moved up into the ceiling and concealed to combine the spaces…" This system expands the sanctuary seating from 960 to 1800; the arrangement of chevron-pattern rows gives every worshipper a view.[8]

[7] Ibid. Pg 101.
[8] Ibid. Pg 102

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 6_ of _8 Resource Name or #: 10416 Wilshire Boulevard. **APN: 4327-001-004**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

Photographs:

Figure 1: The original primary entrance to the Sinai Temple, located on the west elevation, view northwest.

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 7_ of _8 Resource Name or #: 10416 Wilshire Boulevard. **APN: 4327-001-004**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

Figure 2: View southwest, original building (right), 1968 addition (center), 1998 addition (left).

State of California-The Resources Agency

State of California-The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HR #_____
CONTINUATION SHEET	Trinomial_____

Page 8_ of _8 Resource Name or #: 10416 Wilshire Boulevard. **APN: 4327-001-004**

* **Recorded by: Elizabeth Weaver**

[X] Continuation [] Update

Figure 3: View northwest, 1998 addition.

Figure 4: View north/northeast, 1998 addition.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6206

* Resource Name or #: United States Army Reserve Center/Holderman Hall
P1. Other Identifier: Veterans Administration
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 1258 Federal Ave City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4365-008-904.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
A secondary Army Reserve Building, Holderman Hall, is located south of Munemori Hall. The building, which faces the street, is one-to-two-story and rectangular in plan. It has a flat roof and displays original metal lettering near the center of the structure. It was constructed in 1957, as a brick building with a rectangular plan with a flat roof. The northern wing is one-story and consists of 3 bays that display bands of metal casement windows separated by a brick pilaster. The two-story section of the building also displays bands of metal casement windows that span 7 bays on the first floor, each divided by a slightly projecting brick pilaster. The southernmost bay reveals three symmetrical single casement windows, which is replicated on the second floor. The ground floor also contains a pair of metal double doors providing an exit to the exterior of the building. The second story has four bays that contain bands of casement windows and two bays that reveal a plain brick elevation. The building is surrounded by grass with a few trees and a metal fence that bounds the entire parcel.

* P3b. Resource Attributes: (List attributes and codes) HP14 Government building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking northeast, 10/06/2008, # P 007.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1957

* P7. Owner and Address:
Veterans Administration
N/A

F--Federal

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 11/21/08

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6207

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: United States Army Reserve Center/Holderman Hall

B1. Historic Name: United States Army Reserve Center/Holderman Hall

B2. Common Name United States Army Reserve Center/Holderman Hall

B3. Original Use: Government Use B4. Present Use: Government Use

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1957.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Modernist Architecture Area Wilshire Boulevard, Westwood

Period of Significance 1957 Property Type Government Offices Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Holderman Hall is a government owned and operated buildings that appears to retain a high level of integrity. The building incorporates modern design elements including a partial curtain wall of windows within metal frames and bands of brick. The building has no known associations with events or persons important in local, state or national history. The building lacks significance through its history and architectural design, where it does not appear to be eligible for listing in the National Register under Criteria A, B, or C or the California Register under Criteria 1, 2, or 3.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Proquest article from the historic "Los Angeles Times".

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 11/21/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6208

Page 1 of 2

* Resource Name or #: United States Air National Guard
P1. Other Identifier: Veterans Administration
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 1300 Federal Ave City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4365-008-904.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at1300 Federal Avenue houses the Air National Guard. The building is one-to-two-stories tall and rectangular in plan. It has a concrete foundation with a flat roof that displays a metal fascia. The primary façade, which faces the street, features a one-story wing to the north that is composed of 4 bays of tilt-up concrete panels and bands of single pane windows that are separated by metal pilasters that frame each bay. The roof displays overhanging eaves that extends south to create a front porch. Within the porch is a plain bay clad with popcrete that holds the original lettering "California National Guard". The primary entrance is located on a recessed façade and accessed through the porch and via concrete steps from the street. The entrance is composed of glass within a metal frame, flanked by single pane windows. The recessed elevation is composed of 7 bays that feature a central plain popcrete two-story bay flanked by two bays of tilt-up concrete panels with bands of single pane windows on both stories, which are in turn flanked by a plain popcrete bay. Each bay is separated by metal framing. The building is surrounded by grass and a parking lot, with a canon on display in front of the building's entrance.

* P3b. Resource Attributes: (List attributes and codes) HP14 Government building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking east, 10/06/2008, # P 002.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1958

* P7. Owner and Address:
Veterans Administration
N/A

F--Federal

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, California 90017

* P9. Date Recorded: 11/21/2008

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

6209

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y

* Resource Name or #: United States Air National Guard

B1. Historic Name: United States Air National Guard

B2. Common Name United States Air National Guard

B3. Original Use: Government Use B4. Present Use: Government Use

* B5. Architectural Style: Modernist

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1958.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Modernist Architecture Area Wilshire Boulevard, Westwood

Period of Significance 1958 Property Type Government Offices Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The National Guard Building is a government owned and operated building that appears to retain a high level of integrity. The building incorporates modern design elements including a partial curtain wall of windows within a metal frames and bands of popcrete. The building has no known associations with events or persons important in local, state or national history. The building lacks significance through its history and architectural design, where it does not appear to be eligible for listing in the National Register under Criteria A, B, or C or the California Register under Criteria 1, 2, or 3.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Proquest article from the historic "Los Angeles Times".

B13. Remarks:

* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: 11/21/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
CHRC Status Code 2D2
Other Listings _____
Review Code _____ Reviewer _____ Date _____

6210

Page 1 of 1

* Resource Name or #: Veterans Administration
P1. Other Identifier: Old Soldiers Home/Veterans Administration
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 11301 Wilshire Blvd City Los Angeles Zip 90024
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 4365-008-904.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Governor's House and associated residential buildings located on the Veteran's Administration's (VA) parcel were determined eligible on the National Register as a part of the Veterans Administration Historic District on November 30, 1980. It appears that these buildings have not changed since the determination. In addition to these buildings that were a part of the Old Soldiers Home, 11301 Wilshire Boulevard, the Veterans Administration Hospital, and to the west is an associated VA Hospital Building are located on the parcel. These two buildings were construction in the 1970s, and therefore, were not surveyed.

* P3b. Resource Attributes: (List attributes and codes) HP39 Other
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking south, 8/6/2008, # Picture 129.jpg

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

* P7. Owner and Address:
Veterans Administration
N/A

F--Federal

* P8. Recorded by: (Name, affiliation, address)
Elizabeth Weaver
ICF Jones & Stokes
811 W 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 11/21/2008

* P10. Survey Type: (Describe)
Reconnaissance Level Survey
Section 106 Compliance
P --Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Metro Wilshire Boulevard Bus Lane Project

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

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Appendix B: Letters from Interested Parties

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ICF Jones & Stokes
an ICF International Company

October 24, 2008

AIA Los Angeles
3780 Wilshire Blvd., Suite 800
Los Angeles, CA 90010

Re: Historic and Cultural Resources Survey for the Metro Wilshire Boulevard Bus Lane Project, Los Angeles County

Dear Sir or Madam:

On behalf of the Los Angeles County Metropolitan Transportation Authority (Metro), ICF Jones & Stokes is preparing historic and cultural resources documentation for the Metro Wilshire Boulevard Bus Lane Project, within the City of Los Angeles in order to comply with Section 106 of the National Historic Preservation Act. The project is proposed along the north and south sides of Wilshire Boulevard between Valencia Street just west of downtown Los Angeles to the eastern boundary of the City of Beverly Hills and the western boundary of the City of Beverly Hills to Centinela Avenue immediately adjacent to the City of Santa Monica. As part of our research, we are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within the project area.

As part of our survey of the project area, we are examining local, state and federal lists of historic properties and previous surveys.

We are interested in any properties within close proximity of the project area. If you know of properties in the project area that should be considered historic properties, please indicate, in writing, their locations and any information you can provide or call me at telephone number (213) 627-5376 to discuss them. If you have any other comments or concerns, please provide them in writing or to my email address: eweaver@jsanet.com. I look forward to hearing from you. Thank you in advance for taking the time to consider our request.

Sincerely,

Elizabeth Weaver
Architectural Historian

Enclosure: Map of project area.

811 West 7th Street, Suite 800 • Los Angeles, CA 90017 • tel. 213.627.5376 • fax 213.627.6853
www.jonesandstokes.com

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Appendix C: Maps

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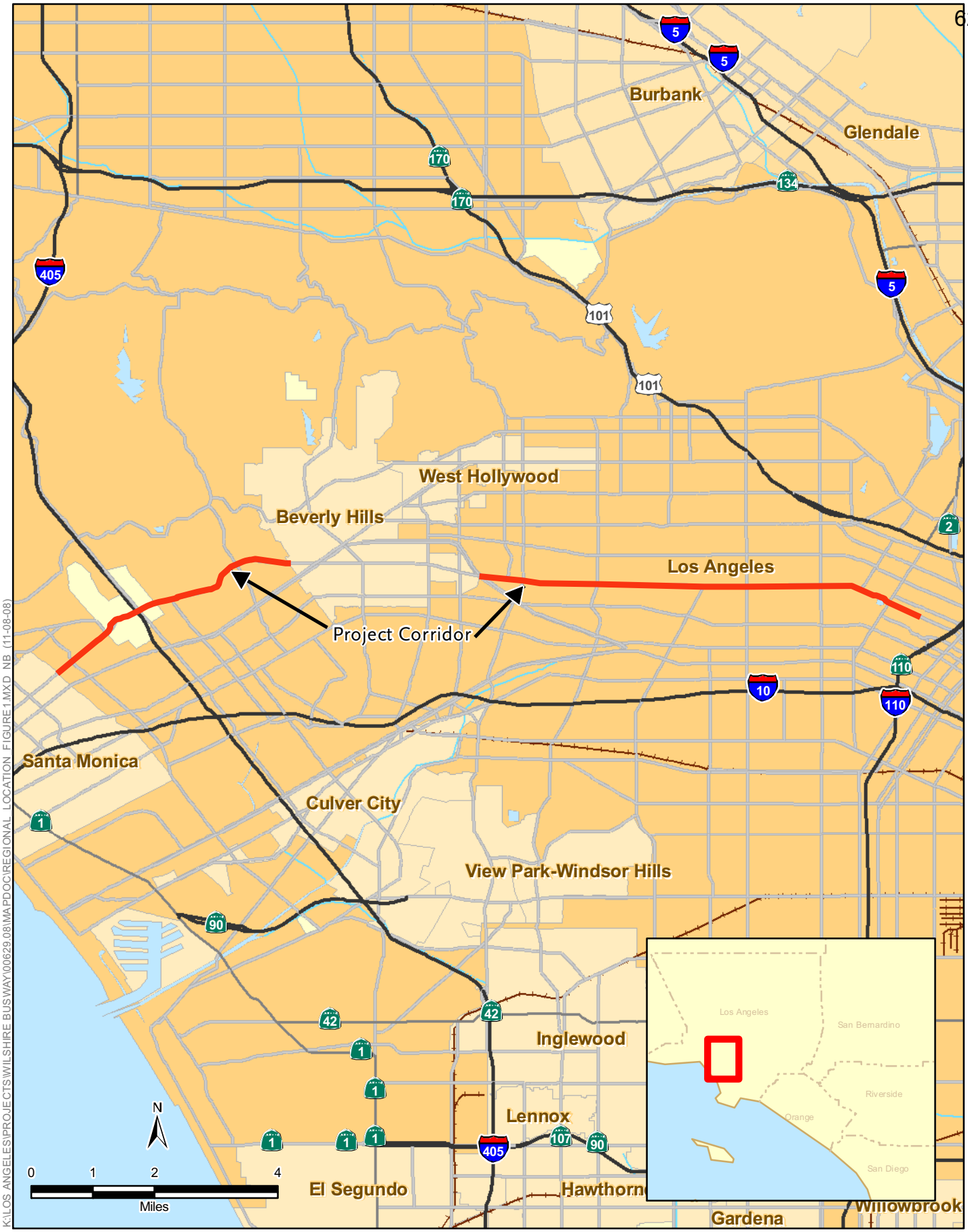
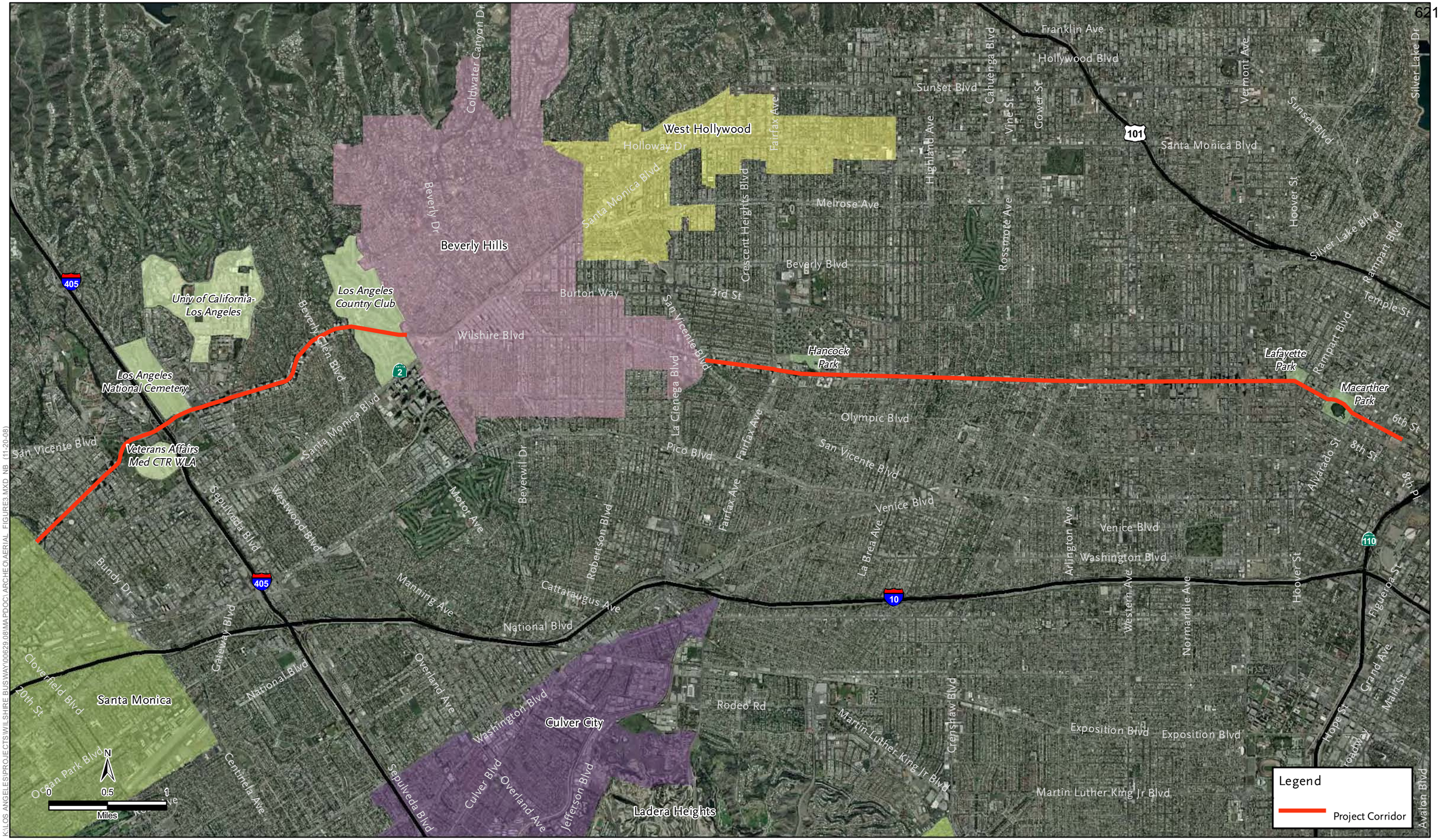


SOURCE: ESRI Streetmap USA (2007)



K:\LOS ANGELES\PROJECTS\WILSHIRE BUSWAY\00629.08\MAPDOC\ARCHEO\AERIAL_FIGURE3.MXD NB (11-20-08)

SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

LINDBROOK DR
BIRCHWOOD DR
DEVON AVE
BEVERLY GLEN BLVD
COMSTOCK AVE
HOLMBY AVE
WILSHIRE BLVD
ASHTON AVE
WARNER AVE
CLUB V

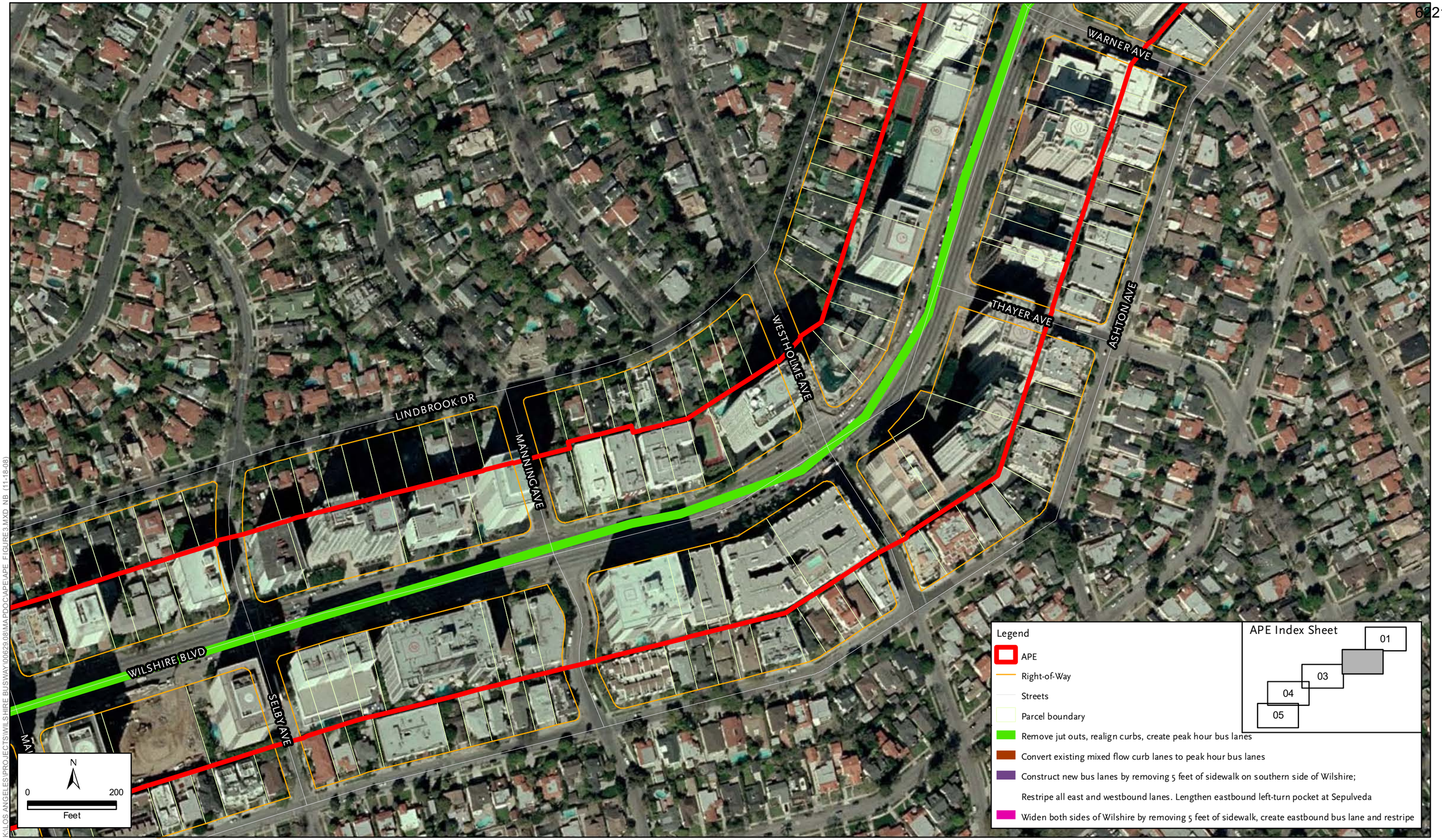
N
0 200
Feet

Legend
- APE
- Right-of-Way
- Streets
- Parcel boundary
- Remove jut outs, realign curbs, create peak hour bus lanes
- Convert existing mixed flow curb lanes to peak hour bus lanes
- Construct new bus lanes by removing 5 feet of sidewalk on southern side of Wilshire;
  Restripe all east and westbound lanes. Lengthen eastbound left-turn pocket at Sepulveda
- Widen both sides of Wilshire by removing 5 feet of sidewalk, create eastbound bus lane and restripe

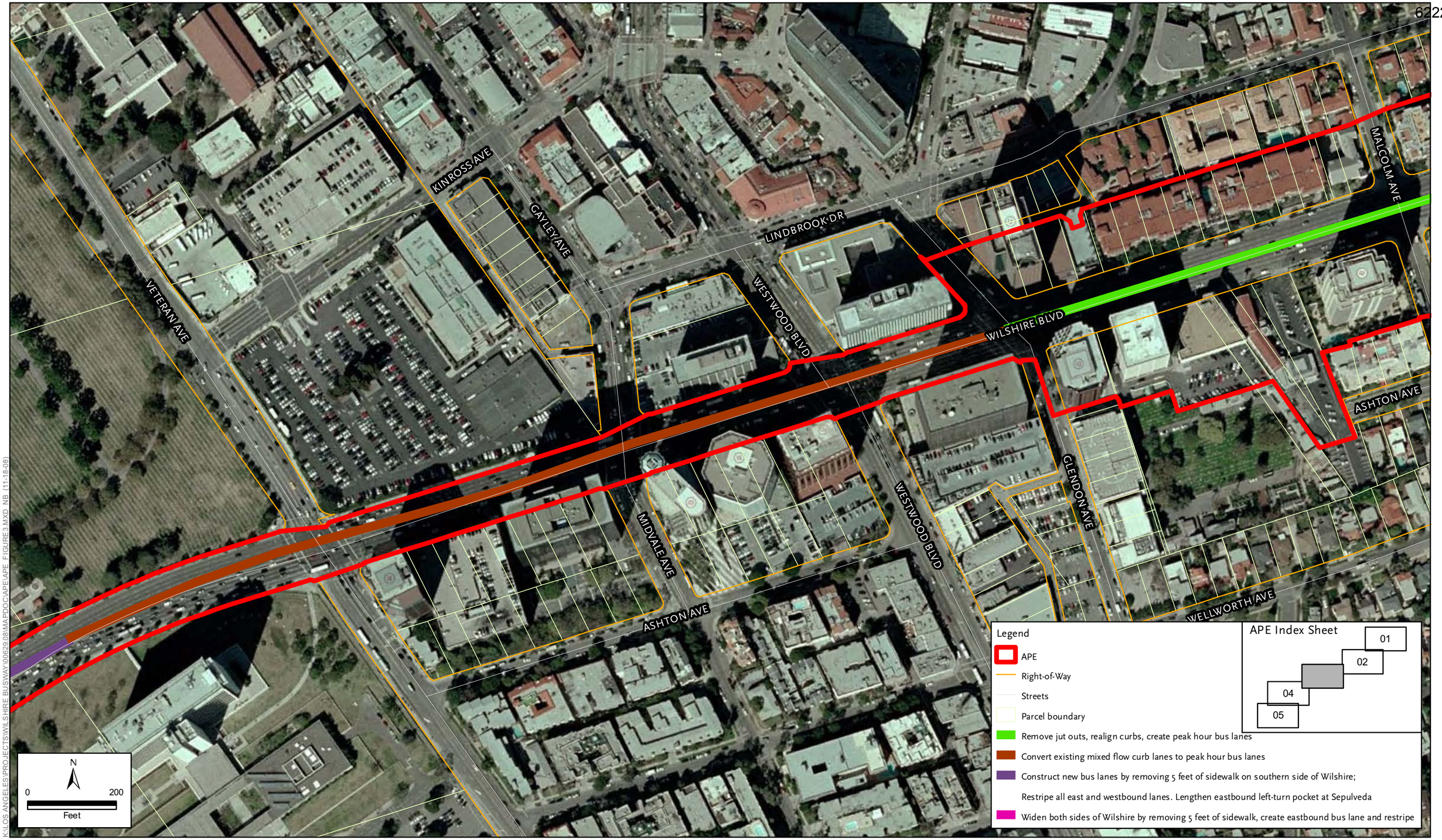
APE Index Sheet
02
03
04
05

K:\LOS ANGELES\PROJECTS\WILSHIRE BUSWAY\100629.08\MAPDOC\APE\APE_FIGURE3.MXD NB (11-18-08)

SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)



SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)



K:\LOS ANGELES\PROJECTS\WILSHIRE BUSWAY\006290.08\MAPDOC\APE\APE_FIGURE3.MXD NB (11-18-08)

SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

WILSHIRE BLVD

SEPULVEDA BLVD

Legend

- APE
- Right-of-Way
- Streets
- Parcel boundary
- Remove jut outs, realign curbs, create peak hour bus lanes
- Convert existing mixed flow curb lanes to peak hour bus lanes
- Construct new bus lanes by removing 5 feet of sidewalk on southern side of Wilshire;
  Restripe all east and westbound lanes. Lengthen eastbound left-turn pocket at Sepulveda
- Widen both sides of Wilshire by removing 5 feet of sidewalk, create eastbound bus lane and restripe

APE Index Sheet

01
02
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N

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Feet

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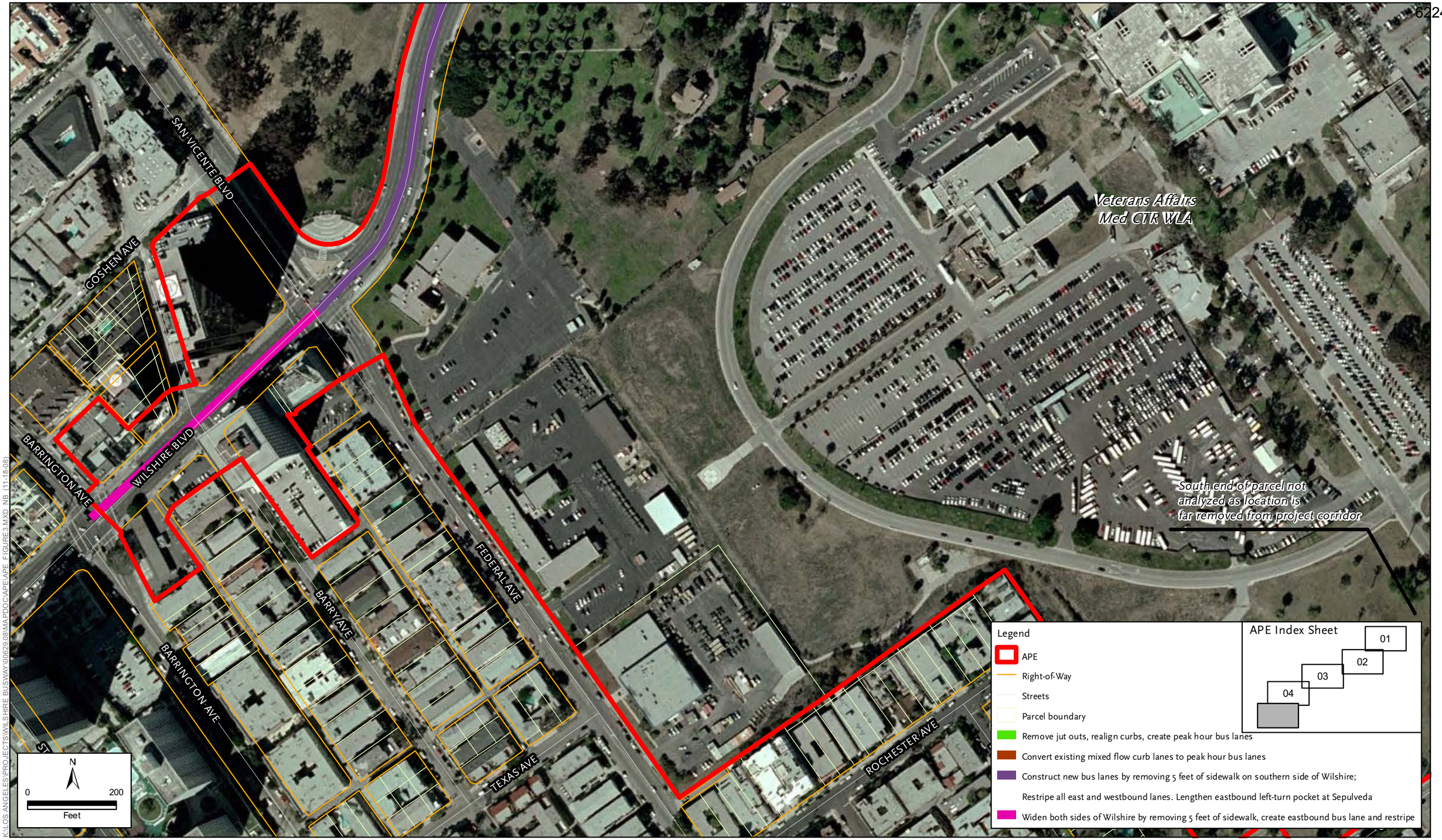

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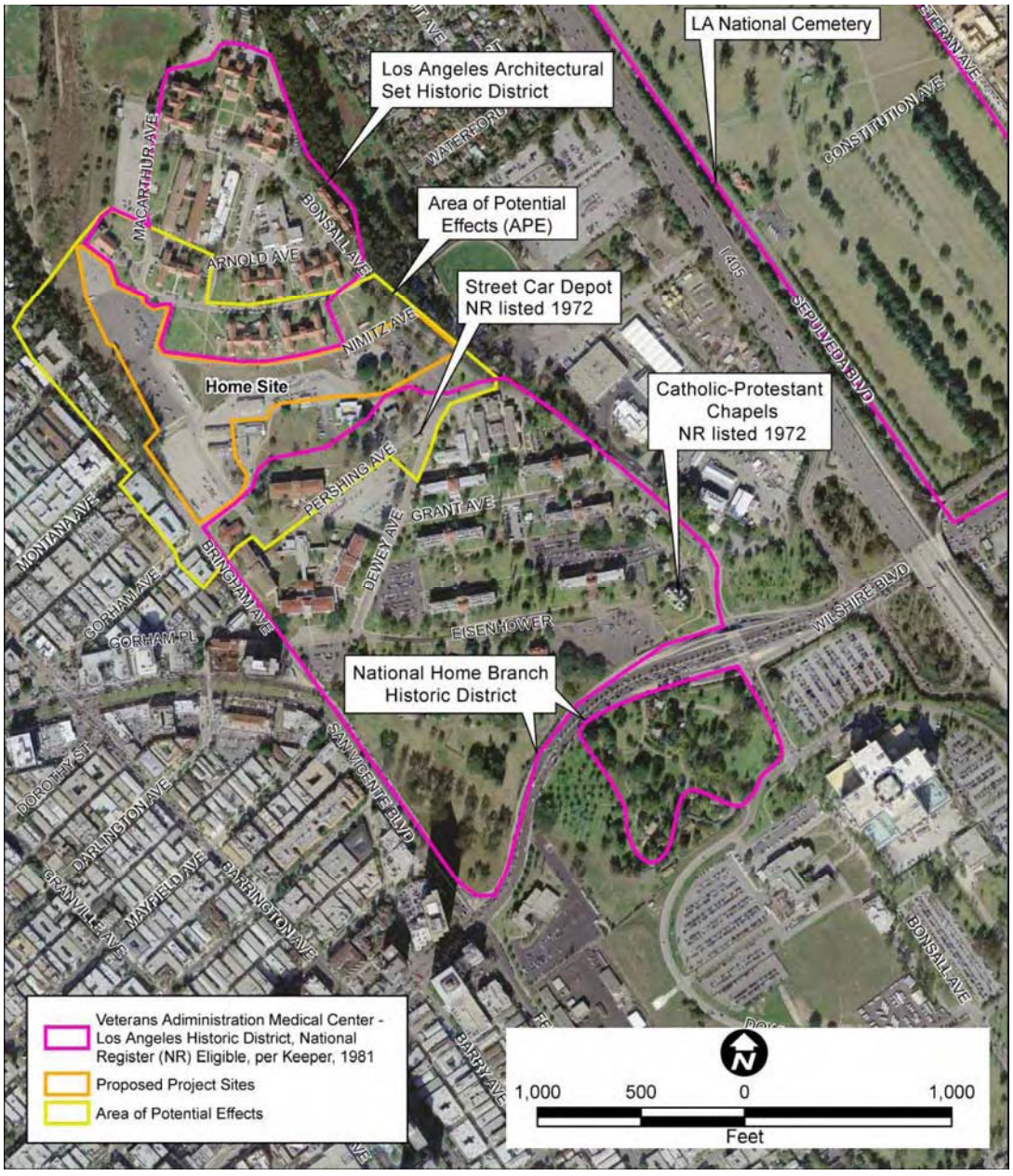
LA National Cemetery
Los Angeles Architectural Set Historic District
Area of Potential Effects (APE)
Street Car Depot NR listed 1972
Home Site
Catholic-Protestant Chapels NR listed 1972
National Home Branch Historic District
MACARTHUR AVE
BONSALL AVE
ARNOLD AVE
NIMITZ AVE
PERSHING AVE
DEWEY AVE
GRANT AVE
EISENHOWER
MONTANA AVE
GORHAM AVE
GORHAM PL
BRINGHAM AVE
DOROTHY ST
DARLINGTON AVE
GRANVILLE AVE
MAYFIELD AVE
BARRINGTON AVE
SAN VICENTE BLVD
BARRY AVE
WILSHIRE BLVD
SEPULVEDA BLVD
I-405
CONSTITUTION AVE
WATERFORD
Veterans Adiministration Medical Center - Los Angeles Historic District, National Register (NR) Eligible, per Keeper, 1981
Proposed Project Sites
Area of Potential Effects
1,000
500
0
1,000
Feet

Archaeological Survey Report
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California

Prepared for:

Los Angeles County
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

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Appendix A: Native American Correspondence

Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
amsl	above mean sea level
California Register	California Register of Historical Resources
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Register of Historical Landmarks
LAHCM	Los Angeles Historical-Cultural Monument
LACMTA	Los Angeles County Metropolitan Transportation Authority
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NR	National Register
NRHP	National Register of Historic Places
PHI	California Points of Historical Interest
PRC	Public Resources Code
SCCIC	South Central Coastal Information Center
USGS	U.S. Geological Survey
VA	Veterans Administration

Management Summary

ICF International (ICF) conducted an archaeological field survey on October 16, 2008, to determine whether prehistoric or historical resources are present along the proposed route for the Los Angeles County Metropolitan Transportation Authority (LACMTA) Wilshire Bus Rapid Transit (BRT) Project. The built environment assessment has been documented in a separate report; please see the Cultural Resources Technical Report (ICF 2008).

The Wilshire BRT Project would extend a distance of 12.5 miles along Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica but would exclude the City of Beverly Hills. The archaeological field survey was performed at the request of LACMTA to comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). Using federal funds, LACMTA proposes to fund the construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County.

Prior to archaeological field investigations, ICF conducted a records search at the South Central Coastal Information Center at California State University, Fullerton. This search determined that portions of the project area have been surveyed previously, and a total of 81 cultural resource sites, which include prehistoric sites, historic sites, and structures, have been recorded within the boundaries of the project route. ICF also contacted the Native American Heritage Commission (NAHC), which provided a list of five Native American contacts in Los Angeles County. Letters describing the project area and indicating the project location were sent to the Native American contacts on October 20, 2008. As of November 10, 2008, two comments have been received (Appendix A).

The ICF survey did not result in the identification of any surficial prehistoric or historic archaeological sites or features. However, two previously recorded historic sites (19-001261 and 19-003336), as well as the prehistoric archaeological/paleontological La Brea Tar Pits site (19-000159/19-171007) are located in areas where construction-related activities are proposed. Even though the project area is heavily urbanized, buried cultural resources have been identified in proximity to the project route during previous construction-related ground-disturbing activities. Therefore, there is the potential for buried cultural resource deposits to exist beneath previously disturbed and developed land surfaces.

The proposed project converts existing curbside lanes to peak period bus lanes by repaving and/or re-striping and creates approximately 1.5 miles of new curbside bus lanes through selective street widening and jut-out removal. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. The No Project Alternative would involve no project related activities, and therefore would not impact archaeological resources. Alternatives A (Truncated Without Jut-out Removal),), A-1(Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard) would involve a similar area and scope of project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project.

If cultural materials (prehistoric or historic artifacts) are encountered during construction, work shall stop in the vicinity of the find until a qualified archaeologist can assess the material and recommend further action, if necessary. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include development of avoidance strategies, capping with fill material, or the mitigation of impacts through data recovery programs that include excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Construction shall halt in the area of the discovery of human remains, the area shall be protected, and consultation and treatment shall occur as prescribed by law.

As relates to paleontological resources, a records search requested from Samuel A. McLeod Ph.D of the County of Los Angeles Natural History Museum McLeod was received with the date of December 21, 2008. On December 10, 2008, LACMTA contacted Mr. Hugh Lee of the City of Los Angeles Bureau of Street Services, regarding depth of construction related ground disturbance. According to Mr. Lee, due to previous complications of encountering tar seepage during construction related activities, the proposed ground disturbance for this project will not go beyond two feet below the surface (Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009).

For purposes of this project, pavement replacement is not considered a ground-disturbing activity. However, if paleontological resources are discovered during ground-disturbing activities, work shall stop within 50 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground-disturbing activities. Recovered specimens shall be prepared to a point of identification and permanent preservation, including the washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared, which will signify completion of the program to mitigate impacts on paleontological resources.

Introduction

At the request of LACMTA, ICF conducted a Phase I archaeological survey of the proposed route for the LACMTA Wilshire Bus Rapid Transit (BRT) Project (Figure 1). The archaeological field survey was conducted by Catharine M. Wood, M.A., RPA (California State University, Fullerton), who has 14 years of cultural resources management experience, including 7 years of experience in southern California. Ms. Wood meets the Secretary of the Interior's professional qualification standards for work in archaeology.

Project Description

Using federal funds, LACMTA, proposes to fund the construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County from just west of downtown Los Angeles to the Santa Monica city limit (excluding the City of Beverly Hills). The proposed project converts existing curbside lanes to peak period bus lanes by repaving and/or re-striping and creates approximately 1.5 miles of new curbside bus lanes through selective street widening and jut-out removal. The project is depicted on the Beverly Hills and Hollywood 7.5-minute U.S. Geological Survey (USGS) topographic maps (Figures 2 and 3).

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramp~~s~~.

Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue includes the development of 7.7 miles of bus lanes as compared to the 9.7 miles with the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from Valencia Avenue to South Park View Street, totaling 0.7 mile; from Comstock Avenue to Selby Avenue, totaling 1.0 mile; and from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-1, an additional 0.6 mile of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a transit signal priority (TSP) communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; Inclusion of an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard; Elimination of the bus lane between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue); Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard includes the development of 5.4 miles of bus lanes within the project limits of Wilshire Boulevard and Valencia Street to Wilshire Boulevard and Centinela Avenue, as compared to the 9.7 miles developed under the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from the western border of the City of Beverly Hills to Centinela Avenue, totaling 3.8 miles. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-2, up to an additional 2.0 miles of curb lane reconstruction/resurfacing would occur between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a TSP communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; Inclusion of up to an additional 2.0 miles of curb lane reconstruction/ resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard; Elimination of the bus lane from the western border of the City of Beverly Hills to Centinela Avenue; and Retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Section 106 of the National Historic Preservation Act

LACMTA is required to comply with the requirements of Section 106 of the NHPA. Section 106 requires federal agencies, or those they fund or permit, to consider the effects of their actions on "historic properties." As defined by Advisory Council on Historic Preservation (ACHP) regulations (36 Code of Federal Regulations [CFR] Part 800) for implementing Section 106,

> *historic property* means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP criteria [36 CFR Section 800.16(l)].

To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated. For federal projects, cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and
>
> (a) are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) are associated with the lives of persons significant in our past; or
>
> (c) embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (d) have yielded, or may be likely to yield, information important in prehistory or history.

A property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

California Environmental Quality Act

LACMTA is also required to comply with the requirements of CEQA. In accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it

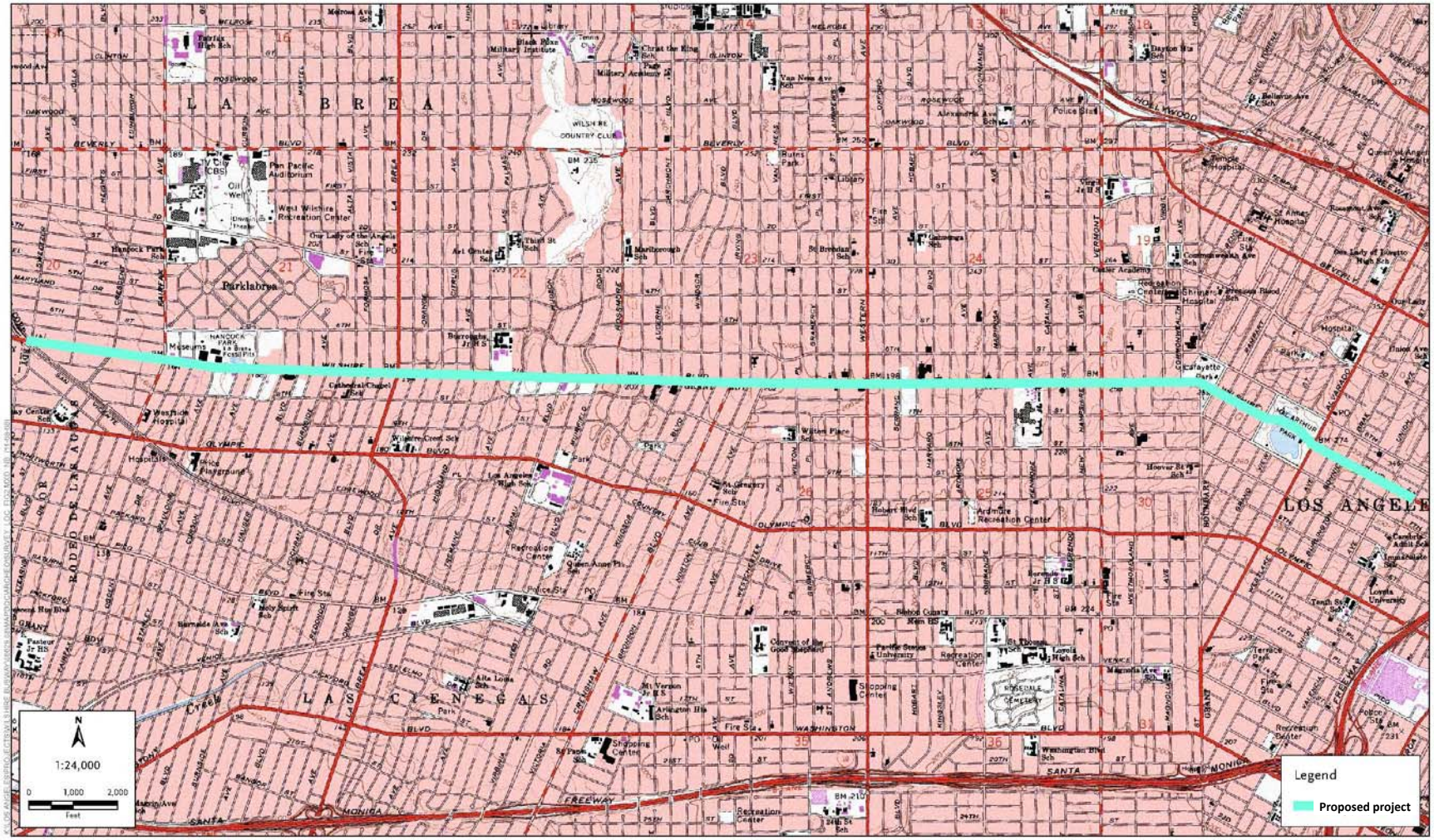
> causes a substantial or potentially substantial adverse change in the significance of an historical resource.

According to CEQA (PRC Section 21084.1), historical resources include any resource listed, or determined eligible for listing, in the California Register of Historical Resources (California Register). Properties listed, or determined eligible for listing, in the NRHP, such as those identified in the Section 106 process, are automatically listed in the California Register.

Figure 1: Regional Location of Wilshire Bus Rapid Transit Project

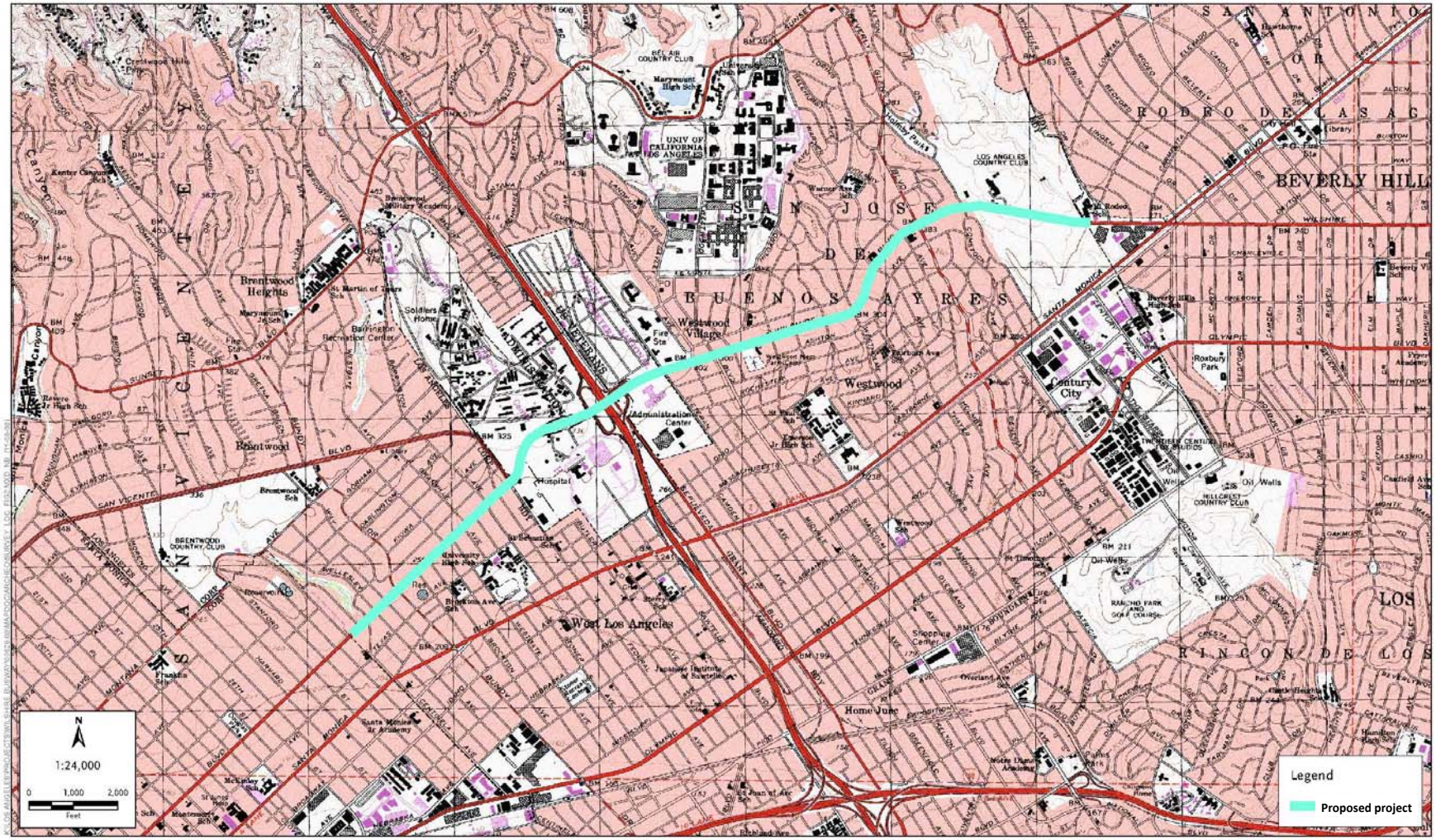
SOURCE: ESRI Streetmap USA (2007)

Figure 2: Survey Location of Eastern Portion of the Wilshire Bus Rapid Transit Project



SOURCE: USGS 7.5' Quad., California :Hollywood and Beverly Hills

Figure 3: Survey Location of Western Portion of the Wilshire Bus Rapid Transit Project



Therefore, all "historic properties" under federal preservation law are automatically "historical resources" under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a qualified historical resource survey.

As defined under state law in Title 14 of the California Code of Regulations (CCR), Section 4850, the term "historical resource" means "any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." For the purposes of CEQA, "historical resource" is further defined under PRC Section15064.5 as a "resource listed, or determined eligible for listing, in the California Register."

Section 15064.5 of the CEQA Guidelines sets forth criteria and procedures for identifying significant historical resources as well as the potential effects of a project on such resources. Generally, the lead state agency shall consider a cultural resource to be "historically significant" if the resource meets any of the following criteria for listing in the California Register:

- The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- The resource is associated with the lives of persons important in our past;
- The resource embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects such as the proposed project. Briefly, archival and field surveys must be conducted, and identified cultural resources must be inventoried and evaluated in prescribed ways. Prehistoric and historical resources deemed "historically significant" must be considered in project planning and development.

Paleontological Resources

Section 5097.5 of the California Public Resources Code prohibits excavation or removal of any "vertebrate paleontological site or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands." Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land. Penal Code Section 623 spells out regulations for the protection of caves, including their natural, cultural, and paleontological contents. It specifies that no "material" (including any part of any paleontological item) be removed from any natural, geologically formed cavity or cave.

Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important in defining a particular time frame or geologic strata or adding to an existing body of knowledge in specific areas, either locally or regionally. Paleontological remains are accepted as nonrenewable resources significant to our culture and, as such, are protected under provisions of the Antiquities Act of 1906 and subsequent related legislation, policies, and responsibilities.

In the State of California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources. These resources are afforded protection under the following California legislation (California Office of Historic Preservation 1983):

- California Environmental Quality Act of 1970;
- 13 Public Resources Code, Section 21000 et seq. Requires public agencies and private interests to identify the potential adverse impacts and/or environmental consequences of their proposed project(s) on any object or site important in the scientific annals of California (Division 1, Public Resources Code Section 5020.1[b]);
- Guidelines for the Implementation of CEQA (as amended January 1, 1999);
- CEQA Guidelines Section 15064.5(a)(3). Provides protection for historical (or paleontological) resources by requiring that they be identified and mitigated as historical resources under CEQA. The CEQA Guidelines define historical resources broadly to include any object, site, area, or place that a lead agency determines to be historically significant.

California Health and Safety Code

Human remains are also sometimes associated with archaeological sites. According to CEQA, "archaeological sites known to contain human remains shall be treated in accordance with the provisions of State Health and Safety Code Section 7050.5." If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment shall occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in PRC Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this

recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

Setting

Environmental Setting

The project area is located within the Los Angeles Basin, a broad, level expanse of land comprising more than 800 square miles that extends from Cahuenga Peak south to the Pacific coast and from Topanga Canyon southeast to the vicinity of Aliso Creek. Prior to historical settlement of the area, the basin was characterized by extensive inland prairies and a lengthy coastal strand, with elevations approximately 500 feet above mean sea level (amsl). The Los Angeles Basin is traversed by several large watercourses, most notably the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. Marshlands fed by fresh water or saltwater also once covered many portions of the area. To the west, the coastal region encompasses approximately 375 square miles of varied terrain. West of Topanga Canyon, the terrain is rugged; the steep, westward slopes of the Santa Monica Mountains reach 1,000 feet or more in elevation, except where stream-cut ravines and canyons drain onto narrow beaches at the water's edge. From Topanga Canyon southward to the Palos Verdes Peninsula, a distance of roughly 22 miles, the coast is flat and level; extensive marshlands once existed near the mouth of Ballona Creek in the area now known as Playa del Rey. The terrain becomes rugged once again as the coast follows Palos Verdes Peninsula for a distance of approximately 12 miles before reaching San Pedro Bay, which in prehistoric times was characterized by extensive mud flats and sand bars (Hamilton et al. 2004; McCawley 1996). The entire proposed project area has surficial deposits of younger Quaternary alluvium, derived as alluvial and fluvial deposits from the Los Angeles River and Ballona Creek.

Elevations within the project area range from approximately 140 to 300 feet amsl. There are several unnamed tributaries throughout the project route. The Los Angeles River is located approximately 2 miles to the east, and the Pacific Ocean is located approximately 3.75 miles to the west. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS topographic maps (See Table 1 for township and range information).

Table 1. Quadrangle, Township, and Range for the Proposed Project

7.5-minute USGS Quadrangle	Township	Range	Section
Hollywood	1 South	13 West	Los Angeles Pueblo
Hollywood	1 South	14 West	19, 24, 23, 22, 21, 20, 30, 25, 26, Rancho Las Cienegas and Rancho Rodeo de Las Aguas
Beverly Hills	1 South	14 West	Rancho Rodeo de Las Aguas
Beverly Hills	1 South	15 West	Rancho San Jose de Buenos Ayres

Prehistoric Background

The prehistoric occupation of southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (approximately 12,000 years ago) and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1500 B.C. and continued until about A.D. 600–800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600–800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

Ethnographic Background

The project area lies within the territory of the Gabrieleno Native American people (Bean and Smith 1978). The Gabrieleno are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925).

The Gabrieleno, a Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.P. In early protohistoric times, the Gabrieleno occupied a large territory, including the entire Los Angeles Basin. This region encompasses the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to lower Santa Ana River. The Gabrieleno also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities, with populations ranging from 50 to 150 individuals. The Gabrieleno had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California at the time of contact.

The Gabrielino community of Yaanga is popularly regarded as the Indian precursor of modern Los Angeles. However, the exact site of Yaanga is uncertain. The original community was abandoned sometime prior to 1836 and succeeded by a series of later rancherias inhabited by Gabrielino and other Indian refugees. Yaanga was "adjacent to" the pueblo of Los Angeles. Indians from Yaanga supplied the pueblo with cheap labor as well as many of the material goods used by the settlers. This interdependency undoubtedly helped Yaanga to survive longer than most other Gabrielino communities (McCawley 1996). In 1836, public pressure forced the relocation of Yaanga to a new district near the southeast corner of present Commercial and Alameda streets. The new community was called Rancheria de Poblanos. The rancheria lasted only 10 years. Citizens of the pueblo complained that the Indians were bathing in the zanja, the main canal that supplied the pueblo drinking water, and in June 1845, the settlement was relocated across the river. Indians were not the only ones guilty of this offense, and the relocation may have been politically motivated. A local landowner, Juan Domingo, desired the property occupied by the rancheria. Once the Indians were removed, Governor Pio Pico sold the property to Juan Domingo for $200.00. The new settlement, known as Pueblito, had an even shorter life. For a time it was a favorite gathering spot for American soldiers garrisoned in Los Angeles following the takeover of California; the resentment that this aroused among the Mexican population soon brought such activities to an end. In November 1847, Pueblito was razed to end "disorderly gatherings." A sum total of $24.00 was paid to compensate the Indians for their homes. Thereafter, all employers were required to provide shelter and care for their Indian laborers (McCawley 1996).

Historical Background

Spanish occupation of California began in 1769, at San Diego, and Mission San Gabriel was established in the Los Angeles Basin in 1771. The project area is located within the boundaries of the Los Angeles Pueblo, which was established as a civilian settlement at the behest of the Spanish royal governor of California. Eleven families, recruited as colonists from Sinaloa, Mexico, founded the village of Nuestra Señora de la Reina de Los Angeles de Porciuncula on September 4, 1781. The first structures there, built in the fall of 1781, are described as "a dozen or so adobe structures surrounded by wooden palisades." This village housed 44 people, with a military guard of four soldiers (Dillon 1994).

The Pueblo of Los Angeles is thought by some to have been started as a ranching area, but the pueblo also produced grain. By 1800, the village consisted of 30 adobes surrounding a central plaza, including a town hall, barracks, bodega (storehouse), and a calabozo (jail) surrounded by an adobe wall (Dillon 1994).

Historians agree that the modern plaza, preserved as a California State Historic Park on the west side of modern Alameda Street, is not the site of the first plaza of the village of Los Angeles. The original plaza moved to higher ground after flooding in 1800 or perhaps 1815. The town and plaza were relocated uphill to Olvera Street, originally named Calle de Vino, or Wine Street. The village, however, may have been moved as many as four times before settling at the present location (Dillon 1994). References to the floods and their effects are contained in various records. Gumprecht (1999) notes that an Indian village was washed away in the 1815 flood, and

the pueblo church and plaza had to be moved to higher ground afterward. This flood changed a river course, causing it to flow west along Ballona Creek. Gumprecht also reports that, in 1825, the river changed course again, flowing south to the Long Beach outlet. This shifting of the river "could be witnessed on a smaller scale even during the dry season in the river's wide bed near downtown where its water, laden with sediments, was carried by numerous intertwining, ever-shifting small channels, meandering back and forth across its sandy beach" (Gumprecht 1999).

Mexico rebelled against Spain in 1810, and by 1821, Mexico, including California, achieved independence from Spain. Mexican independence opened California to trade with other countries, especially the United States. In the early 1820s, Anglo-Americans developed an intensive trade with California via sailing ships around Cape Horn. The Old Spanish Trail, established in 1829 to link Los Angeles and Santa Fe, New Mexico, became the first major northern Mexican interprovincial trade route. Moreover, it linked California to the Santa Fe Trail between New Mexico and the United States (http://www.nps.gov/history/online_books/5views/5views5.htm).

Trade with the United States began the process of economic detachment of California and New Mexico from central Mexico. Ships brought hides and tallow from California in exchange for manufactured goods from both the United States and England. Increased trade led to increased demand for consumer goods, and therefore, greater dependence on the United States as the primary source of supply (http://www.nps.gov/history/online_books/5views/5views5.htm). The Pueblo of Los Angeles was, at that time, the largest town in California. Shipments to San Pedro from Los Angeles proceeded south across the open plain of the Los Angeles Basin. This early trail system was situated along the west side of the river, in the area that would become the Alameda Corridor.

In 1833, Mexico declared an end to the missions and secularized the religious order's land holdings. This meant that vast mission landholdings were taken over by the government, which in turn awarded them as land grants to Californios. Soon huge sprawling ranchos became the basic socio-economic units of the province. Ranchos surrounding the pueblo lands of Los Angeles included the Rancho de Los Felis, Rancho San Raphael, and Rancho San Antonio.

During the period between 1821 through 1846, Anglo-American began to settle in California. Many of these settlers, particularly those who had come by ship, eventually married into Mexican society and became Mexican citizens and obtained land grants. In contrast, Anglo overland pioneers who settled in the Sacramento Valley of northern California brought their families, stayed to themselves and resisted integration into Mexican society. It was this group that ultimately rebelled in 1846 against its Mexican hosts and formed the short-lived secessionist Bear Flag Republic, which disappeared during the U.S. conquest of California (http://www.nps.gov/history/online_books/5views/5views5.htm).

In 1846, the U.S.-Mexican War erupted. Tensions between the two countries had been developing for years over the U.S. goal of expanding to the Pacific coast. The United States had made several offers to purchase all or part of northern Mexico, offers that Mexico had rejected. In 1842, the United States revealed that it was prepared to use force to take what money could not buy, when the commander of the Pacific squadron invaded and captured Monterey, the capital of California, and then returned it. Tensions between Mexico and the United States were

further exacerbated by the annexation of Texas, a former Mexican province that had revolted in 1835. The Texas rebels had extracted a battlefield treaty from Mexico recognizing the independence of Texas, but the Mexican government had never ratified it. (http://www.nps.gov/history/online_books/5views/5views5.htm).

The precipitating incident of the war came in April 1846, when small units of Mexican and U.S. soldiers clashed in disputed territory between the Nueces River (the Texas boundary recognized by Mexico) and the Rio Grande (the boundary claimed by Texas). This incident provided a pretext for an annexation decision already made by U.S. President James K. Polk, who ordered invasion by U.S. troops. Fighting in northeastern Mexico was followed by the landing of U.S. forces at Veracruz and an advance overland from there to Mexico City. Simultaneously, other U.S. forces occupied the province of New Mexico and then marched to California, most of which had already come under U.S. control as the result of a naval invasion and the Bear Flag Revolt (http://www.nps.gov/history/online_books/5views/5views5.htm).

The initial U.S. occupation of California occurred without bloodshed but Mexican armed reaction ultimately broke out in both New Mexico and California. Mexican patriots, mainly citizen volunteers, were victorious in 1846 in battles at Los Angeles, San Pasqual, Chino Rancho and elsewhere. But eventually they had to submit to the trained and better-armed U.S. forces. By early 1847, the United States had established control over California and the rest of northern Mexico and proceeded to absorb this territory. The 1848 Treaty of Guadalupe Hidalgo between the United States and Mexico confirmed the land transfer (http://www.nps.gov/history/online_books/5views/5views5.htm). In 1850, California was admitted into the union, and on April 4, 1850, Los Angeles was incorporated as a municipality.

The history of Los Angeles from the late 19th century through most of the 20th century is one of remarkable urban growth. Development of the Port of Los Angeles, following the annexation of San Pedro in 1907 and Wilmington in 1909, established a complex that would become the largest shipping point on the West Coast. The motion picture industry and manufacturing also supported new businesses and created numerous jobs. With the opportunities created by these industries, the population of Los Angeles grew from 102,000 in 1900 to 576,000 in 1920 and 1.2 million by 1930 (Jones and Stokes 2006).

As it extends westward from downtown Los Angeles, the proposed project route along Wilshire Boulevard crosses through several former rancho areas, the boundaries of which still influence the Los Angeles landscape. These ranchos include Rancho Las Cienegas, Rancho La Brea, Rancho Rodeo de Las Aguas, and Rancho San Jose de Buenos Ayres.

Rancho Las Cienegas

In 1823, Rancho Las Cienegas was granted to the one-time mayor of the pueblo of Los Angeles, Don Francisco Avila. The rancho consisted of 4,439 acres of land near La Brea Tar Pits, approximately 7 miles southwest of the pueblo. Avila grazed cattle here and turned it into a profitable venture. Before 1824, the Los Angeles River flowed southwesterly from the pueblo, following a course through the plains to La Ballona Creek and eventually emptying into Santa Monica Bay. As the river flooded, it diverted water into the low grassy plains through Avila's

rancho. This converted much of the area to marshland. The Avila land grant became known as Rancho Las Cienegas, which translates as "Ranch of the Marshlands" (Kielbasa 1997). Don Avila's rancho was bordered on three sides by four other ranchos, which in later years led to many boundary disputes involving Avila and the other owners. Rancho La Brea shared a property line to the north. Rancho La Cienega ó Paso de la Tijera was situated to the south. Ranchos Rodeo de Las Aguas and San Jose de Buenos Ayres were adjacent to Avila on the west. Public land belonging to the pueblo was located on Avila's eastern border (Kielbasa 1997).

Rancho La Brea

The first known account of La Brea Tar Pits was recorded in the summer of 1769, when scouts from the Portola expedition passed by. Gaspar de Portola led an overland expedition from Sonora, Mexico, to Monterey for the purpose of colonizing Alta California. After leaving the area that was later to become the Los Angeles Civic Center, they crossed the plains to the west, and on the evening of August 3, 1769, Portola's party camped in the vicinity of today's Venice Boulevard and La Brea Avenue. Father Juan Crespi, one of the diarists of the expedition, wrote the following:

> While crossing the basin, the scouts reported having seen some geysers of tar issuing from the ground like springs; it boils up molten, and the water runs to one side and the tar to the other. The scouts reported that they had come across many of these springs and had seen large swamps of them, enough, they said, to caulk many vessels. We were not so lucky ourselves as to see these tar geysers, much though we wished it, as it was some distance out of the way we were to take; the Governor (Portola) did not want us to go past them. We christened them Los Bolcanes de Brea (the Geysers of Tar).

The tar pits were first mapped in 1849 by Lieutenant E. O. C. Ord, the United States surveyor who was first to chart Los Angeles officially. Ord included the springs on a topographical map of the plains around Los Angeles. He indicated that the pits were several miles west of the pueblo, just south of Cahuenga Pass (Kielbasa 1997).

Originally, Indians used the asphalt from the petroleum pools to seal the seams of their canoes. When the pueblo of Los Angeles was founded in 1781, the inhabitants made the trek out to the tar pits and brought back pitch to caulk the flat roofs of their crude adobe dwellings. The heavy tar was spread over "tules" (reeds of swamp grass) or wood planks to seal crevices in roofs.

On January 6, 1828, Rancho La Brea was granted to Antonio Jose Rocha and Nemisio Dominguez by Jose Antonio Carrillo, the Alcalde of Los Angeles. The grant included a stipulation that made the tar pits within the rancho open and available to all the citizens of the pueblo for their use. The title was confirmed by Jose Echeandia, who was the Governor of Alta California at the time. Later, in 1840, title was reconfirmed by Governor Juan B. Alvarado. Rancho La Brea consisted of one square league of land (4,439 acres) within what is now Wilshire's Miracle Mile, Hollywood, and parts of West Hollywood (Kielbasa 1997).

Between 1828 and 1831, Rocha built a single story L-shaped adobe hacienda in the southwest quadrant of Rancho La Brea. The original roof of this adobe was flat; there is little doubt that pitch from the tar geysers, located less than 1 mile to the south, was used to cover it. Although

Rocha built this beautiful home on his rancho, he may have never lived there. He preferred his larger house in town, as did many other rancheros. Adobes were built on the ranchos to comply with the Mexican law that required a structure to be built upon a given property within a year of its granting. These rancho adobes were usually occupied by the mayordomos (ranch managers).

In the early 1850s, the rancheros who received their land grants during the Mexican and Spanish occupation of California were required to prove their claims for the new American government. They filed claims with the United States Land Commission and were required to have their properties surveyed and mapped by government surveyors. Although the Rochas made improvements to the land and lived on Rancho La Brea for more than 20 years, they had a difficult time proving their claim because the old description of the grant was too vague. Subsequently, the commission ruled against them due to unacceptable proof for the boundary lines. The boundaries were described merely as

> Rancho Los Feliz on the north, lands of the City of Los Angeles on the east, Rancho Las Cienegas on the south, and Rancho Rodeo de Las Aguas on the west.

The Rocha Family received help from Henry Hancock, a lawyer, who aided them in their efforts to prove their claim to Rancho La Brea. Hancock appealed to a higher court on behalf of the heirs of the Rochas and presented the crudely drawn "diseno," a rough sketch of a rancho that usually was not to scale. Disenos were acceptable to the previous Mexican government, but they fell far short of acceptance in the American system. The diseno included identifiable landmarks along the boundaries of Rancho La Brea, and Hancock called in many of the old rancheros to corroborate the validity of those important markers. The court decided to accept the diseno as the legal description of the rancho and reversed the commission's ruling. The Rochas won their claim, but like so many other rancheros, their legal expenses left them broke. They owed Hancock so much money that they offered some of their La Brea interests to the attorney and his brother at no cost. On November 16, 1860, Rancho La Brea was deeded to Henry Hancock and his brother John Hancock (Kielbasa 1997).

Hancock Park and La Brea Tar Pits

In the mid-1800s, Major Henry Hancock, '49er, lawyer, map maker and land surveyor, arrived in Los Angeles (Newmark 1984). In 1850, he decided to turn to land surveying and was hired by the City of Los Angeles to conduct a survey, for which he was paid $300 cash, plus one 35-acre lot in every block of eight lots surveyed. In 1853, Hancock prepared the second survey of the City of Los Angeles, and in the following years, he surveyed most of the large ranchos between Los Angeles and San Diego. By the time the survey work was completed, he had amassed the beginning of the real estate empire that would make the Hancock's one of the most influential families in California.

In the 1860s, Major Henry Hancock served in the California militia. When the Civil War broke out, the state remained loyal to the Union but had large numbers of Confederate sympathizers, especially in Los Angeles. Camp Drumm was established in Wilmington to help strengthen the Union hold in southern California. Major Hancock was the commanding officer of this Union

outpost in March 1863. On April 4, 1863, he was transferred to the Benicia Barracks, which was a Union supply installation in northern California. While there, he married Ida Haraszthy in 1863. Miss Haraszthy was the daughter of San Francisco pioneer Colonel Augustin Haraszthy. Hancock was transferred back to Wilmington and placed in charge of troops from Company "C." In August 1865, Hancock led 20 of his troops to El Monte where they stopped a minor uprising of the Knights of the Golden Circle, an outlaw secessionist group (Kielbasa 1997).

Henry Hancock and his wife, Ida, lived in a wood-frame house they built near the tar pits on their section of Rancho La Brea. Hancock began to take commercial advantage of the beds of petroleum deposits. He built a refinery that prepared the tar for sale to both the Los Angeles and San Francisco markets. Five tons of La Brea asphalt were produced daily and continued to be produced until 1887. This was the beginning of the Hancock Oil Company. During the 1870s, Hancock's employees began finding prehistoric animal bones in the asphalt beds, but their archeological importance was not considered until 30 years later.

In the late 1870s, the Hancock brothers had to prove their title to Rancho La Brea to acquire a United States patent for the property. They solicited legal assistance from Senator Cornelius Cole, who fought for the Hancocks in Washington DC. The Hancocks received official title to La Brea but lacked sufficient funds to pay the distinguished statesman. In lieu of legal fees, they gave Senator Cole nearly 500 acres of their ranch. In 1881, Cole came to Los Angeles and took possession of his portion of Rancho La Brea. It was on this land that he platted the town of Colegrove. For nearly three decades, Colegrove survived on its own until annexed to Los Angeles on October 27, 1909. The adjacent community of Hollywood was consolidated within the city as well just a few months later (Kielbasa 1997).

The 1880s brought oil men as well as subdivision to Rancho La Brea. Major Hancock, who had died in 1883, left his widow in charge of ranch operations. In October 1885, Mrs. Ida Hancock leased part of the rancho to Lyman Stewart, Wallace Hardison, and Dan McFarland. They formed the Hardison and Stewart Company and began oil exploration under a lease from the Pacific Coast Oil Company. These oil men from Pennsylvania wanted to drill wildcat wells on Hancock property near the tar pits. Mrs. Hancock agreed to lease the land providing she received one-eighth of the oil profits and that she could still access the asphalt pools, which she used as her primary source of income.

The first well drilled was a bust. Out of three additional wells drilled, only one yielded oil but only a small quantity. By 1888, the venture proved to be a failure, and eventually the Hardison and Stewart Company went bankrupt. Later, Stewart and Hardison moved to Ventura County where they reorganized and joined forces with Thomas Bard of the Sespe Oil Company. After a series of successful strikes, the three men merged their companies and formed the Union Oil Company of California on October 17, 1890, at Santa Paula, California. Now known as Unocal, it is the one of the major oil companies in the world (Kielbasa 1997).

In 1901, William W. Orcutt, a respected geologist and Union Oil executive, went to La Brea Tar Pits to investigate why Hardison and Stewart were unable find oil in the area when geological evidence indicated otherwise. The tar pits were the strongest evidence of all because they consisted of large petroleum deposits. While exploring the bogs of tar, Orcutt discovered unusual dark bones that had been stained by the asphaltum. The geologist brought his find to Dr.

John C. Merriam of the University of California. Dr. Merriam, a paleontologist, determined that the bones were from a saber tooth tiger, which had long been extinct. This find sparked the archeological importance of these springs of pitch.

By the turn of the century, oil development on the subdivided portions of the rancho increased. Twenty-five-year-old George Allan Hancock, the son of Major Henry Hancock, took an interest in oil production and went to work for the Salt Lake Oil Company. While so employed, he learned more about the industry and oil exploration. In 1902, Mrs. Ida Hancock leased a part of her interest in Rancho La Brea to the Salt Lake Oil Company. Soon, they struck "black gold," and the Salt Lake Field was born. The Salt Lake Field was bounded by Wilshire Boulevard, La Brea Boulevard, Beverly Boulevard, and Fairfax Avenue. By 1910, the company had drilled nearly 250 wells, which produced more than 3,800,000 barrels of oil annually.

In 1906, George Allan Hancock wanted to apply his newly acquired oil expertise and decided to go at it on his own. He borrowed $10,000 from his mother to finance the business, known as La Brea Oil Company, and soon started drilling. His venture paid off, and by February 1907, he had more than 70 wells, producing close to 300 barrels of oil a day. This made the Hancocks one of the wealthiest families in California.

As George Allan Hancock was producing oil, employees of his La Brea Oil Company were frequently finding skeletal remains of prehistoric animals. In 1906, Hancock gave permission to Dr. John C. Merriam to conduct archeological digs at the tar pits. Later, Hancock allowed a few select educational institutions to proceed with further excavations for the purpose of study. In 1913, he gave Los Angeles County exclusive rights to excavate the pits. On December 11, 1916, Hancock donated the 35 acres surrounding the tar pits to the county, provided the land would be used as a park and dedicated to the memory of his parents. This, along with La Brea Tar Pits, became Hancock Park (Kielbasa 1997).

In later years, the area surrounding the asphalt pools were left unsupervised. Tall weeds grew wildly along the banks of the pits, and the place, with its stench from the oil slumps, became unsightly. When a young boy fell into one of the pits and nearly died, chain link fences were placed around the perimeter of each pit. In the early 1950s, the park underwent a major landscaping effort, which included tearing down the old Hancock ranch house.

In 1911, two residential subdivisions designed for the Los Angeles elite were established within the southeast section of Rancho La Brea. One was Windsor Square, developed by Robert A. Rowan, which had Victorian-style thoroughfares and lofty, spacious mansions. It was the first subdivision in Los Angeles to have underground utilities. The other was Fremont Place, a 48-acre plan with sprawling villas. Martin Henry Mosier, owner of Signal Oil Company, and silent screen star, Mary Pickford, were among the first to build mansions there.

George Allan Hancock was an exceptional oil man, but he also had success in the banking business as founder of California Bank, predecessor to United California Bank. He tried his hand at real estate subdivision as well and, in 1919, developed Hancock Park on the southeastern portion of his Rancho La Brea. Hancock Park was a lavish suburban community with grand mansions and long curving streets, which were the first concrete roadways in Los Angeles. To the north, Hancock leased some of his land to a group of businessmen for the development of a golf course. There, the exclusive Wilshire Country Club opened in December 1920 (Kielbasa 1997).

Rancho Rodeo de Las Aguas

Sometime between 1821 and 1822, Vicente Villa and his wife, Maria Rita Villa Valdez, occupied the 4,500-acre Rancho Rodeo de Las Aguas, which is now known as the City of Beverly Hills. The name of the rancho means "the gathering of the waters," a name derived from the meeting of the streams that, in rainy months, rush down Coldwater and Benedict Canyons, creating a chain of lakes and swamps in the lower lands that extended across the plain (Robinson 1939). On the current Beverly Hills and Hollywood 7.5-minute USGS topographic maps, the land between Rancho La Brea and Rancho San Jose de Buenos Ayres is labeled San Antonio or Rancho Rodeo De Las Aguas. The reason for the two titles is because, after Vicente passed away in 1828, the widow Maria Rita signed a joint grant for a tract of land with her kinsman, Luciano Valdez, in 1831. This tract was called San Antonio. However, only 3 years later, Maria Rita lodged a complaint against her kinsman with Governor Figueroa. The complaint held that Luciano was harassing Maria Rita by 1) moving his house closer to hers, within 70 feet, thereby obstructing the front of her home; 2) running off her cattle from the only watering place on the ranch; 3) claiming ownership of a certain canada that she had spent 3 months clearing; and 4) and not letting her plant vines when she wanted to (Robinson 1939). The 10-year dispute ended when the complaint was turned over to the Los Angeles City Council, which promptly ordered Luciano to vacate the premises. The order to vacate stemmed not only from the discord between Maria Rita and Luciano but also from his lacking the required number of cattle to entitle him to ownership.

In 1854, Benjamin D. Wilson (Don Benito), who owned the Rancho San Jose de Buenos Ayres, located to the west, and Henry Hancock, who owned Rancho La Brea, located to the east, bought Villa Ranch, as it was then called. In 1862, approximately 2,000 acres of wheat were planted. The first season went well, but the following two seasons were dry and the wheat did not fare well. There was a brief oil boom in 1865, and the Los Angeles Pioneer Oil Company bought oil rights on the rancho and drilled wells. During the 1870s, nearly the entire ranch was divided into 75-acre lots, with the center reserved for the "Town of Santa Maria." There were 36 blocks in the town site, with highways running east/west and north/south. Los Angeles Avenue was renamed Wilshire Boulevard. On November 14, 1906, the "Beverly" subdivision was recorded, covering the land bounded by Wilshire and Santa Monica Boulevards (Robinson 1939). On January 23, 1907, the "Beverly Hills" subdivision was recorded, covering the land that sloped up from Santa Monica Boulevard toward the hills. When the population reached 500, an election was held regarding the incorporation of Beverly Hills. On January 28, 1914, the City of Beverly Hills was officially incorporated.

Rancho San Jose de Buenos Ayres

In 1843, Maximo Alanis was granted the 4,438-acre rancho known as Rancho San Jose de Buenos Ayres. The rancho's original boundaries were from Sepulveda Boulevard east to Beverly Hills and from the foothills on the north to Pico Boulevard on the south. Shortly after he received the grant, Alanis passed away; his heirs conveyed the rancho to Dr. Wilson W. Jones and William T.B. Sanford (Conner 1941). In 1852, Dr. Jones sold his half interest to Benjamin D. Wilson (Don Benito). Wilson and Sanford raised cattle on the rancho, but in 1858, Wilson bought Sanford's interest in the property. Rancher John Wolfskill purchased the rancho in 1884.

After deeding 300 acres of rancho lands to the federal government in 1887, Wolfskill sold the remainder of the property to the Santa Monica Land and Water Company, which attempted to develop the town of "Sunset" on the land. Although a hotel was built and some lots were sold, the development failed, leaving only the Sunset Park Cemetery (now known as Westwood Memorial Park) as a reminder. Portions of the rancho were sold to the Los Angeles Country Club (1902) and the Danziger family (who later sold to Alphonzo Bell). The land reverted to Wolfskill, who lived on the rancho until his death in 1913.

After Wolfskill's death, his heirs sold the remaining 3,300 acres of Rancho San Jose de Buenos Ayres to retailer Arthur Letts, founder of the Broadway and Bullock's department stores.

Wilshire Boulevard

Wilshire Boulevard, a main thoroughfare of Los Angeles, was imagined on a grand scale but had a slow start. It developed in stages that reflected the mood and temperament of the city. For the current project, key areas of historic development along the boulevard, starting from downtown Los Angeles, will be highlighted to interpret the evolution of Los Angeles as it migrated westward. This migration will lead to the project's western end point.

The boulevard originated with Henry Gaylord Wilshire and his brother, William. The Wilshire brothers hailed from Cincinnati but lived in San Francisco during the early 1880s, making their living by selling safes. During the California land boom of the 1880s, they moved to southern California and invested in Long Beach property. The brothers developed an oceanfront subdivision and built a grand hotel. Unfortunately, the hotel burned down, so they relocated inland to the area that would become Orange County (Roderick and Lynxwiler 2005). In 1887, Gaylord bought a 35-acre barley field that overlooked Westlake Park on the western boundary of Los Angeles. The property lay untouched as Gaylord ran the Fullerton Land and Trust Company. He subsequently lost most of his land in the bust that followed the 1880s boom. William returned to San Francisco and Gaylord spent his time growing walnuts and grapefruit. He also served as a bank manager. There remains today a Wilshire Avenue in Fullerton and a Wilshire Square neighborhood in Santa Ana (Roderick and Lynxwiler 2005).

The route for the current project goes through the Westlake District, which is located within the original boundary of the City of Los Angeles. Early landowners in the Westlake District included Civil War General George Patton, father of the renowned general, who purchased land from the city at a public auction in the mid-1860s. The area was subdivided in the mid-1880s as the city expanded westward, following a population boom. The parkland was acquired by the city on January 6, 1886, and named Westlake Park. In 1890, the lake, which had been a neglected pond, was enlarged. Westlake Park developed as a streetcar suburb. The industrialization of Los Angeles at the end of the 19th century initiated an influx of working class people into downtown Los Angeles. The city's affluent residents left the city center for new suburban residential developments on the city's periphery. Streetcars provided residents with easy access to the central business district while allowing escape from the congestion of the urban center.

In 1895, William and Gaylord Wilshire returned to Los Angeles to develop their 35-acre barley field. They filed subdivision papers and announced plans to develop a wide boulevard. They called their subdivision the "Wilshire Boulevard Tract." The brothers proposed to grade a 120-foot-wide graveled boulevard, which stretched only four blocks, between Sunset Park (Lafayette Park) and Westlake Park (MacArthur Park). They lobbied to encircle the tract with special streetcar lines but insisted that the city council forbid the laying of tracks, forever, on their boulevard. In return, they would build a second, intersecting boulevard alongside Sunset Park, if the City would provide the land. The land was provided and the broad cut that connected the parks was named Wilshire Boulevard (Roderick and Lynxwiler 2005). The Wilshire Boulevard neighborhood was planned to be residential and exclusive, appealing to the upper strata of Los Angeles society.

In 1898, Harrison Gray Otis, publisher of the *Los Angeles Times*, built a two-story Mission Revival residence at Wilshire Boulevard and Park View Street. Following Otis's lead, upper echelon Angelinos began purchasing lots on Wilshire, and soon, owning a residence on the boulevard became a status symbol (Roderick and Lynxwiler 2005). The Wilshire brothers initiated the westward migration from downtown Los Angeles, but it took other influential Angelinos and the automobile age to keep the momentum of development rolling forward, extending the reach of Los Angeles to the edges of the Pacific coast.

During the 1920s, Westlake was composed of single-family and multi-family residential buildings with local commercial businesses serving the neighborhoods. Westlake was originally connected to downtown via Orange Street, but by the 1920s, Wilshire Boulevard replaced Orange Street, bisecting Westlake Park. This transformed the perception of Westlake from fashionable downtown suburb to destination for business and entertainment. Westlake Park was renamed MacArthur Park after World War II in honor of General Douglas MacArthur.

Continuing westward along Wilshire Boulevard, the Miracle Mile shopping district was developed to cater to the residents who lived outside downtown Los Angeles. This historic district developed between La Brea Boulevard and Fairfax Avenue. A. W. Ross, a realtor from Iowa, was inspired to create the shopping district after the successful opening of the Ambassador Hotel in 1921. Ross' new retail center would cater to the residents in the Beverly Hills and Hancock Park area so that they could avoid the congestion and lack of parking that was plaguing downtown. Ross felt that 4 miles was the "magic" distance that a shopper would travel. He drew circles on a map 4 miles in diameter around the new residential communities of Beverly Hills and Hancock Park and bought land where the circles intersected Wilshire Boulevard (Roderick and Lynxwiler 2005).

At the outset, Ross did not have many supporters for his project, which his detractors called "Ross's Folly." This 4-mile stretch of Wilshire Boulevard included La Brea Tar Pits, which oozed brea and belched sulfurous fumes; many oil derricks that ran full time; and two airfields at Wilshire and Fairfax. Cecil B. DeMille owned the field on the northwest corner, and Charlie Chaplin's brother, Syd, ran the landing strip on the southwest corner (Roderick and Lynxwiler 2005). However, Ross knew that, with the aid of the car, Los Angeles would continue to spread out, and it didn't take very long for him to be proven right. The earliest establishments were small storefronts, often with a mezzanine or upstairs studio. Ross called his development the

Wilshire Boulevard Center until an investor, impressed by the activity far from downtown, suggested the name Miracle Mile. Ross' determination won out, and lots sold quickly in the unincorporated county territory. The success of the Miracle Mile threatened the interests of downtown competitors, and in 1925, Los Angeles annexed the Miracle Mile and zoned it for residential use only. Not to be deterred, Ross exploited a loophole in the law that allowed for "spot zoning." Spot zoning involved going before the planning commission and city council on a case-by-case basis to seek individual waivers of the commercial ban. Consequently, this gave Ross influence over what was built. However, in later years, the development of office buildings and the Los Angeles County Museum of Art would push Miracle Mile away from its original focus on shopping (Roderick and Lynxwiler 2005).

Residential and commercial development continued to be successful outside of downtown Los Angeles, and Wilshire Boulevard pushed farther westward. Westwood lies within the original boundary of the Rancho San Jose de Buenos Ayres, developed by retailer Arthur Letts, founder of the Broadway and Bullock's department stores. Letts's son-in-law, Harold Janss, and his brother, Dr. Edwin Janss, of the Janss Investment Company, founded in 1899, began to subdivide the southern portion of the rancho, between Pico and Santa Monica Boulevards, in 1922. Calling it "Westwood Hills," the Janss Investment Company supervised all aspects of development using a stable of its own architects, public works engineers, and builders. In the early 1920s, Janss sold the southeastern portion of the rancho to the Fox Film Corporation. Comedian Harold Lloyd built his own studio north of Santa Monica Boulevard and Overland where the Wolfskill ranch house once stood.

After Arthur Letts' death in 1923, the Janss brothers actively sought to bring the new Southern Branch of the University of California to Westwood. Letts had served as a trustee of the State Normal School, which became the Southern Branch. Ultimately, bond measures were passed to acquire the land, which was then deeded to the university. In 1926, Westwood Hills was annexed to Los Angeles, and the Janss Investment Company hired Harland Bartholomew of St. Louis to plan a new business center, to be known as Westwood Village. At the north end of the site, Holmby Hills, named after Arthur Letts' hometown of Holdenby, England, was incorporated into the overall development. In 1929, the new UCLA campus officially opened (Westwood-Holmby Historical Society n.d.).

On the west end of the project route sits the Veterans Administration Center. It was founded by City of Santa Monica developer Senator John P. Jones and opened in 1888 as the Pacific Branch of the National Home for Disabled Volunteer Soldiers and Sailors (Soldier's Home). Jones also donated land for the town site of Sawtelle, which was founded in 1896. Before Jones arrived in southern California, he was a member of the state legislature of California from 1863 to 1868, and during his time in Santa Monica, he served as a United States senator, representing Nevada from 1873 to 1903. In 1874, Jones purchased an interest in the San Vicente ranch and, in partnership with Colonel Baker, the founder of Bakersfield, began laying out the town site of Santa Monica. The town was mapped with a central square and seven blocks that backed up into the coastal bluffs and framed between main streets that were named for his dual loyalties, Nevada and California (Roderick and Lynxwiler 2005). The town soon became a weekend getaway for Angelinos and prospered as a small sea port. Jones lobbied in the Senate for the Soldier's Home to be placed on his land instead of a rival location in San Bernardino. The home

delivered an infusion of government money in the form of construction funds, salaries, and pensions for the Santa Monica area. A horse-drawn streetcar on Nevada Avenue shuttled Soldier's Home residents to and from Santa Monica.

In 1913, in anticipation of a future link to downtown Los Angeles, Nevada Avenue was renamed Wilshire Boulevard. The town of Sawtelle was annexed in 1922 and became a part of West Los Angeles. The Soldier's Home added the large Wadsworth Hospital in 1927, and 3 years later, the entire reservation became part of the new federal Veterans Administration. Wilshire Boulevard was paved through the Soldier's Home in 1928 and finally reached all the way from the Pacific inland to Westlake Park via Westwood, Beverly Hills, and the Miracle Mile (Roderick and Lynxwiler 2005).

Methods

Records Search

On July 24, 2008, an ICF archaeologist conducted a records search at the South Central Coastal Information Center located at California State University, Fullerton. The records search included a review of all available cultural resource reports and site records concerning properties directly within the project route. The City of Beverly Hills was not included in this records search since proposed project activities will not occur within that city. The results of the records search indicate that 58 surveys have been conducted within the project route, and 81 cultural resource sites, primarily architectural resources, have been identified (see Table 2, below). However, only three previously recorded archaeological sites (19-000159/19-171007, 19-001261, and 19-003336) may be affected by the proposed project, since proposed ground disturbance for the project is very limited, and no buildings will be altered during the proposed project.

19-000159/19-171007: In 1935, La Brea Tar Pits was listed as California Historical Landmark (CHL) #170. In 1949, La Brea Tar Pits was described as "asphalt seeps with faunal and floral remains." A "human skull and other human parts" were identified between 6 and 9 feet below surface in Pit 10. Other human-related artifacts identified included wooden bunt foreshafts, possibly for atlatls; dart shafts; and a stone "cog" (Heizer 1949). In 1984, the park was deemed eligible for listing in the National Register of Historic Places (Stout 1984).

19-001261: Historic trash midden located in Hancock Park; may be associated with the Hancock family's occupation of the area (Salls 1986).

19-003336: Historic trash midden identified below the street surface during archaeological construction monitoring (Humphries 2000).

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-000159 and 19-171007	La Brea Tar Pits 5800 Wilshire Blvd.	CHL #170; eligible for listing in the NRHP
19-001063	Prehistoric midden and lithic scatter	Not evaluated
19-001261	Historic refuse deposit at Hancock Park 5800 Wilshire Blvd.	Not evaluated
19-003301	Historic refuse deposit	Not evaluated
19-003336	Historic refuse deposit	Not evaluated
19-166822	(Site of) Ambassador Hotel 3400 Wilshire Blvd.	LAHCM #2259
19-166849	Bryson Apartment Hotel 2701 Wilshire Blvd.	NR #83001184; LAHCM #653 and #2501

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-166850	Bullocks Wilshire Building 3050 Wilshire Blvd.	NR #78000685; LAHCM #56
19-166857	Immanuel Presbyterian Church 3300 Wilshire Blvd.	LAHCM #743
19-166991	Brown Derby Restaurant 3377 Wilshire Blvd.	"Appears to be eligible for listing in the NRHP"
19-166992	Wilshire Congregational Church 4350 Wilshire Blvd.	Eligible for listing in the NRHP
19-167277	Congregation B'nai Brith 3663 Wilshire Blvd.	NR #81000154
19-170024	Building 1628 Wilshire Blvd.	Not evaluated
19-170025	Hans Worldwide Travel 1648 Wilshire Blvd.	Eligible for local listing
19-170026	Building 1922 Wilshire Blvd.	Needs to be re-evaluated
19-170027	Wilshire-Westlake Building 2001 Wilshire Blvd.	LAHCM #2534
19-170028	Park Wilshire 2422 Wilshire Blvd.	Needs to be re-evaluated
19-170990	Wilshire Medical Building/Crocker Bank Building 1926 Wilshire Blvd.	LAHCM #2176
19-170992	California Federal 3143 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-170994	Kemper Insurance 3545 Wilshire Blvd.	Not evaluated
19-170997	Wiltern Theater/Pellissier Building 3780 Wilshire Blvd.	NR #79000488; LAHCM #118
19-170998	Zephyr Club, Security Bank Building 5209 Wilshire Blvd.	NR #05000213
19-170999	Ahns Music Pianos and Organs 5355 Wilshire Blvd.	Contributor to a district for the NRHP
19-171000	George T. Cline Building 5363 Wilshire Blvd.	Contributor to a district for the NRHP
19-171001	The Dark Room/Yalle International 5366 Wilshire Blvd.	Contributor to a district for the NRHP
19-171002	Commercial Building 5320 Wilshire Blvd.	Contributor to a district for the NRHP

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-171003	Four Star Theater 5100 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-171004	Building 5201 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-171005	Wilshire Miracle Mile Professional Bldg. 5718 Wilshire Blvd.	Not evaluated
19-171006	Prudential Square/Museum Square 5757 Wilshire Blvd.	Not evaluated
19-171008	Donovan and Seamans Co. 5760 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-171009	Egg and Eye Restaurant 5814 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-171010	Building 5828 Wilshire Blvd.	"Appears eligible for listing in the NRHP"
19-173043	Los Angeles Veterans Administration Medical Center	Eligible for listing in the NRHP
19-173045	Clem Wilson Bldg. 5217 Wilshire Blvd.	Eligible for listing in the NRHP
19-173050	MacArthur Park 2200 Wilshire Blvd.	Eligible for listing in the NRHP; LAHCM #100 and #2180
19-173051	May Company 6067 Wilshire Blvd.	Eligible for listing in the NRHP; LAHCM #566
19-173052	McKinley Building 3747 Wilshire Blvd.	Eligible for listing in the NRHP
19-173307	St. James Episcopal Church 3903 Wilshire Blvd.	Needs to be re-evaluated
19-173424	Four Star Theater 5112 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-173428	Los Altos Apts. 4121 Wilshire Blvd.	NR #99000765; LAHCM #311
19-173810	Miracle Mile Historic District 2157-2175 Wilshire Blvd.	LAHCM #2157–#2175
19-174115	Wilshire Carondolet 2424 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-174856	Building 5575 Wilshire Blvd.	Ineligible for all listings
19-174876	Town House Apt. Hotel 2959 Wilshire Blvd.	NR #96000821; PHI #0173

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-175192	Building 1903 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-175220	Quarters Duplex Building #90 Los Angeles Veterans Administration Medical Center	Contributor to a district eligible for NRHP listing
19-175221	Quarters Duplex Building #91 Los Angeles Veterans Administration Medical Center	Contributor to a district eligible for NRHP listing
19-175224	Tru-Line Litho/Chandler's Shoe Store 5401 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175225	Commercial Building 5407 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175226	Roman Foods Mart 5413 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175227	Flying Saucer Restaurant 5425 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175228	Zachary All 5467 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-175229	Korean Cultural Services Building 5505 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175230	Wilshire Beauty Supply 5507 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175231	El Rey Theater 5515 Wilshire Blvd.	LAHCM #520; contributor to a district eligible for NRHP listing
19-175232	Desmond's/Wilshire Tower 5514 Wilshire Blvd.	LAHCM #332; contributor to a district eligible for NRHP listing
19-175233	Commercial Building 5464 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175234	Ever-Ready Lighting Center 5450 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175235	Dominguez-Wilshire Building 5410 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175236	Jack La Lanne's European Health Spa 5364 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175237	Post Office 5350 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-176435	The Town House 2959 Wilshire Blvd.	NR #96000821
19-176436	Town House Bldg. and South Garage 2959 Wilshire Blvd.	NR #96000821

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-176437	Town House North Parking Garage 2959 Wilshire Blvd.	NR #96000821
19-176438	Lanai Building at the Town House 2959 Wilshire Blvd.	NR #96000821
19-176439	Lanai Buildings at the Town House 2959 Wilshire Blvd.	NR #96000821
19-176440	Swimming Pool at the Town House 2959 Wilshire Blvd.	NR #96000821
19-186732	South Park Group Building 5657 Wilshire Blvd.	Not eligible for listing in the NRHP
19-186734	Sav-On/Office Depot 5579 Wilshire Blvd.	Not eligible for listing in the NRHP
19-187007	Chateau Colline 10335 Wilshire Blvd.	NR #03000426; LAHCM #703
19-187955	Holderman Hall, U.S. Army Reserve Center 1250 Federal Avenue	Not eligible for listing in the NRHP
No Primary Number	Wilshire Royale Hotel 2619 Wilshire Blvd.	Determined eligible for listing in the NRHP
No Primary Number	Town House Annex 2965 Wilshire Blvd.	Not yet evaluated
No Primary Number	Building 4465 Wilshire Blvd.	Determined ineligible for listing in the NRHP
No Primary Number	Korean Times 4525 Wilshire Blvd.	Determined ineligible for listing in the NRHP
No Primary Number	Building 5570 Wilshire Blvd.	Determined ineligible for listing on the NRHP
No Primary Number	Building 10295 Wilshire Blvd.	Determined ineligible for listing on the NRHP
No Primary Number	Chateau Colline (reinforced concrete) 10355 Wilshire Blvd.	NR# 03000427
No Primary Number	Chateau Colline (one-story) 10355 Wilshire Blvd.	NR# 03000427
No Primary Number	Commercial/Federal Office Complex 11000 Wilshire Blvd.	Determined ineligible for listing on the NRHP

Notes:

LAHCM = Los Angeles Historical-Cultural Monument

NR = National Register

PHI = California Points of Historical Interest

Native American Consultation

On October 6, 2008, ICF contacted the NAHC and requested that it consult its sacred lands file and provide a list of potentially interested Native American representatives for the project area. The NAHC responded on October 16, 2008, stating that a search of its sacred lands database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC provided a list of five Native American contacts in Los Angeles County. Letters describing the project area and indicating the project location were sent to the Native American contacts on October 20, 2008. As of November 10, 2008, two comments have been received (Appendix A).

Field Survey

The project route can be divided into segments of non-construction related work, such as the repaving and/or restriping of Wilshire Boulevard, and ground disturbing construction work, such as the selective widening of Wilshire Boulevard and reconstruction of curb lanes. The City of Beverly Hills is not included in this project and, therefore, was not surveyed. All proposed project components are located in the City or County of Los Angeles (Figure 4). An ICF archaeologist surveyed the project area on October 16, 2008. The archaeological survey focused on only those areas where construction-related work is proposed. While walking the project corridor, it was observed that the area is heavily urbanized and surrounded by residential and commercial complexes and light manufacturing. The only visible ground surface was in the few areas with landscaped vegetation and the La Brea Tar Pits area. Below are descriptions of the proposed construction activities and the results of the archaeological surveys for those areas.

Project Components and Archaeological Survey Results

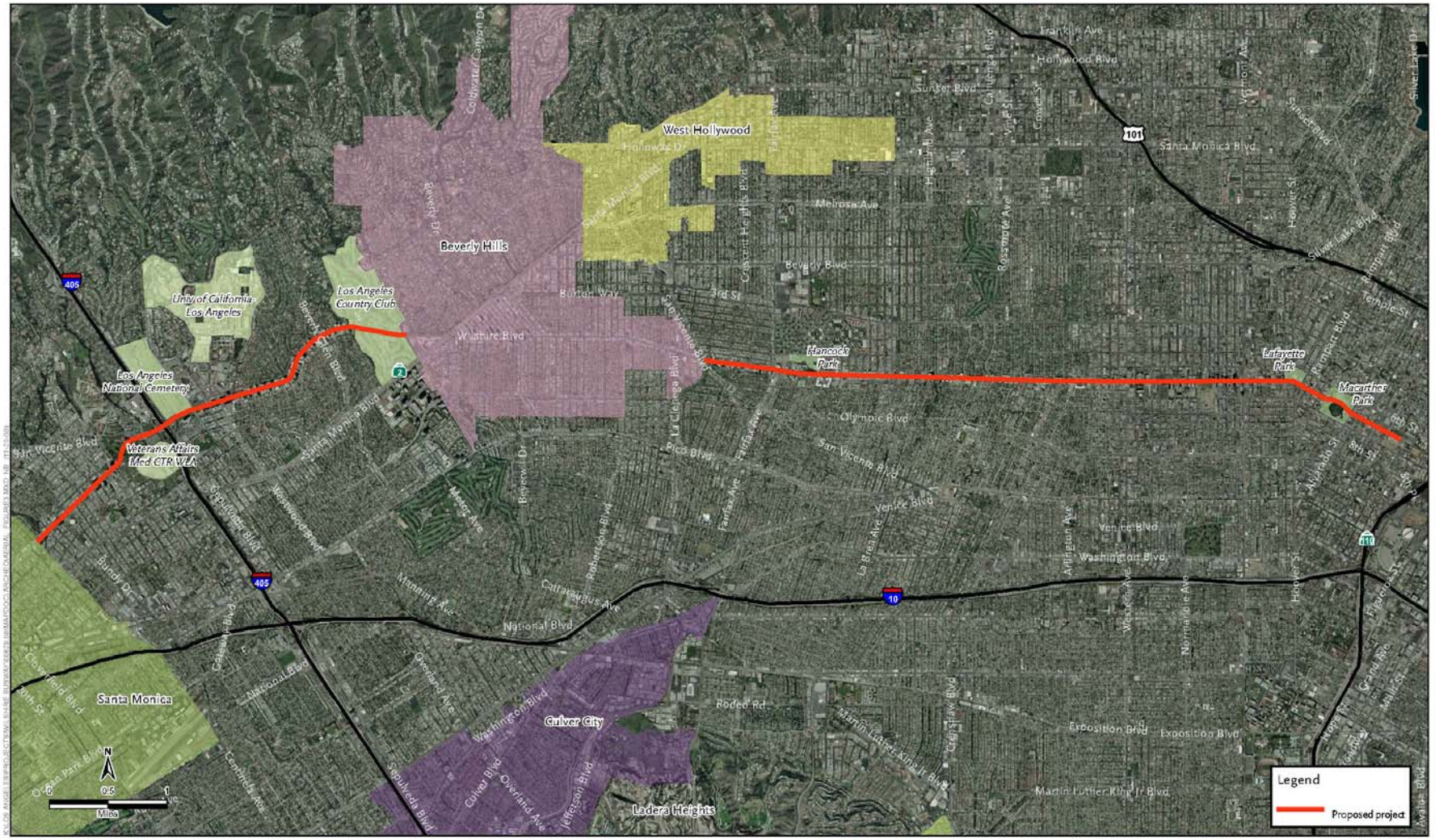
Under the proposed project, ground disturbing activities would occur in a number of locations along the project alignment, as described below.

1. Reconstruct the curb lanes between Western and Fairfax Avenues with asphalt (approximately 3.0 miles)

The curb lanes on Wilshire Boulevard along this segment have parking restrictions, allowing them to be used by traffic during peak hours. These lanes, however, are in extremely poor condition and are not used by buses and other vehicles to a high degree. As such, drivers tend to use the number one and number two lanes instead. Reconstruction of the roadway base (i.e., below the surface of the pavement) as well as curbs and gutters, where damaged, would allow buses to use the curb lanes more consistently, thereby improving levels of service for all vehicles along this segment.

La Brea Tar Pits (19-000159/19-171007) is located on the north side of Wilshire Boulevard, within the vicinity of the proposed construction. In 1935, La Brea Tar Pits was listed as California Historical Landmark #170. In 1949, La Brea Tar Pits was described as “asphalt seeps

Figure 4: Aerial View of Wilshire Bus Rapid Transit Project



SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

with faunal and floral remains." A "human skull and other human parts" were identified between 6 and 9 feet below surface in Pit 10. Other human-related artifacts identified included wooden and stone tools (Heizer 1949). In 1984, the park was deemed eligible for listing in the National Register of Historic Places (Stout 1984). In addition, a historic trash midden (19-001261) was identified in Hancock Park and may be associated with the Hancock family's occupation of the area (Salls 1986).

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. However, even though the project area is heavily urbanized, buried cultural and paleontological resources have been identified in the vicinity of the proposed construction zone. Therefore, there is the potential for buried cultural and paleontological deposits to exist beneath previously disturbed and developed land surfaces.

2. Removal of existing "jut-outs" and alignment of curbs to increase the roadway width of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, thereby allowing for the addition of bus lanes along this segment (approximately 1.0 miles)

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

3. Extension of the eastbound left-turn pocket at Sepulveda Boulevard

A traffic survey showed that eastbound Wilshire Boulevard is congested most of the day in the area where it approaches Sepulveda Boulevard. Motorists in the number 1 lane of eastbound Wilshire Boulevard who wish to continue on northbound Sepulveda Boulevard are forced to stop as they approach the left-turn pocket lane, which experiences a lack of vehicle storage space. However, land is available in the center of Wilshire Boulevard to extend the left-turn pocket lane farther west, by approximately 470 feet, and create additional vehicle storage space.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

4. Widen Wilshire Boulevard between Bonsall Avenue and Federal Avenue (approximately 0.4 miles)

The segment of Wilshire Boulevard between Bonsall Avenue and Federal Avenue is bordered by the Veterans Administration property. The sidewalk widths on both the north and south sides of Wilshire Boulevard along this segment vary from 10 to 15 feet. To widen Wilshire Boulevard between Bonsall Avenue and Federal Avenue and create a new eastbound bus lane, the sidewalk width on both sides of Wilshire Boulevard would be reduced, where necessary, to a uniform width of 10 feet.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

5. Widen Wilshire Boulevard between Federal Avenue and Barrington Avenue (approximately 0.1 miles)

The widening of Wilshire Boulevard between Federal Avenue and Barrington Avenue would allow for the construction of new eastbound bus lanes, and conversion of the westbound curb lane to a peak period bus lane (approximately 0.1 mile). The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. Widening this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Bonsall Avenue to Centinela Avenue.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. However, in 2000, during archaeological monitoring of construction activities, a historic trash midden (19-003336) was identified below the street surface in this area. During this current survey, no surficial archaeological resources were observed.

Results and Recommendations

The ICF survey did not result in the identification of any surficial prehistoric or historic archaeological sites or features. However, two previously recorded historic sites (19-001261 and 19-003336) as well as the prehistoric archaeological/paleontological La Brea Tar Pits site (19-000159/19-171007) are located in areas where construction-related activities are proposed. Even though the project area is heavily urbanized, buried cultural resources have been identified during previous construction-related ground-disturbing activities in proximity to the project route. Therefore, construction of the proposed project would result in potential disturbance of buried cultural resource deposits, which may exist beneath previously disturbed and developed land surfaces.

The proposed project alternatives, including the No Project Alternative, ~~and~~ Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard) would either involve no project related activities, or would involve a similar area with more limited project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project.

If cultural materials (prehistoric or historic artifacts) are encountered during construction, work shall stop in the vicinity of the find until a qualified archaeologist can assess the material and recommend further action, if necessary. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs that include excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures. If, during cultural resources monitoring, the archaeologist determines that the sediments being excavated have been previously disturbed or are unlikely to contain significant cultural materials, the archaeologist shall instruct that monitoring be reduced or eliminated.

As relates to paleontological resources, for purposes of this project, pavement replacement is not considered a ground-disturbing activity. On December 10, 2008, LACMTA contacted Mr. Hugh Lee of the City of Los Angeles Bureau of Street Services, regarding depth of construction related ground disturbance. According to Mr. Lee, due to previous complications of encountering tar seepage during construction related activities, the proposed ground disturbance for this project will not go beyond two feet below the surface (Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009).

However, if paleontological resources are discovered during construction-related ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground-disturbing activities. The qualified paleontological monitor

shall retain the option of reducing monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not present or, if present, are determined by qualified paleontological personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including the washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared, which will signify completion of the program to mitigate impacts on paleontological resources.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment shall occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in PRC Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

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Westwood-Holmby Historical Society
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Personal Communication

Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009.

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APPENDIX A

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STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

October 16, 2008

Ms. Catharine M. Wood, RPA, Archaeologist
ICF Jones & Stokes
811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213-627-6853
No. of Pages: 2

Re: Request for a Sacred Lands File records search and Native American Contacts list for the proposed 12.5-mile Wilshire Boulevard Bus-Only Lane Project, – located between Downtown Los Angeles and the City of Santa Monica; Los Angeles County, California

Dear Ms. Wood:

The Native American Heritage Commission was able to perform a record search of its Sacred Lands File (SLF) for the affected project area/area of potential effect (APE). The SLF did indicate the presence of Native American cultural resources in the immediate project area. Also, if there was no indication of a cultural resource, the absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any project area.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of culturally-affiliated Native American Contacts that may have knowledge of cultural resources in the project area. A list of Native American contacts is attached to assist you. In particular, we suggest you contact Chairman Anthony Morales at (626) 286-1758. Often, a local tribe or Native American individual is often the only source of a Native American cultural resource in a particular area.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 15064.5(f) and Section 15097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton, Program Analyst

Attachment: Native American Contact List

PS: Sorry for the delay but we were waiting for a descriptive name of the project. . Thank you.

Native American Contacts
Los Angeles County
October 16, 2008

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

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

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed 12.5-mile Wilshire Boulevard Bus-Only Lane Project; located between Downtown Los Angeles and the City of Santa Monica; California for which a Sacred Lands File search and Native American Contacts lists were requested.

ICF Jones & Stokes
an ICF International Company

Personal Communication Form

Interviewer Info

Name:	Cate Wood, Archaeologist
Company:	ICF Jones & Stokes
Date:	Monday November 10, 2008
Time:	11:33 am

Interviewee Info

Last name, first name:	**Morales, Anthony**
Job title:	**Chairperson**
Organization/agency/ firm name:	**Gabrieleno/Tongva San Gabriel Band of Mission Indians**
Phone number (incl. extension):	**(626) 286-1758**

Type of Communication:

X **Telephone conversation** (*summarize below*) ☐ **Meeting** (*attach minutes if possible*)
☐ **E-mail** (*attach*)
☐ **Letter** (*attach*)

Notes

Mr. Morales contacted ICF Jones & Stokes by telephone on Thursday November 6, 2008 regarding the Metro Wilshire Boulevard Bus-Only Lane project. ICF Jones & Stokes returned his phone call on Monday November 10, 2008. Mr. Morales expressed concern for the cultural sensitivity of the Wilshire Boulevard corridor stating that the area had been occupied by the Gabrieleno in prehistoric and historic times and therefore, Mr. Morales advised that there is a potential for cultural resources to be encountered during construction related ground disturbing activities.

ICF Jones & Stokes
an ICF International Company

Personal Communication Form

Interviewer Info

Name:	Cate Wood, Archaeologist
Company:	ICF Jones & Stokes
Date:	Monday October 20, 2008
Time:	Approximately 1:00 pm

Interviewee Info

Last name, first name:	**Rosas, John Tommy**
Job title:	**Tribal Administrator and Tribal Litigator**
Organization/agency/ firm name:	**Tongva Ancestral Territorial Tribal Nation**
Phone number (incl. extension):	**(310) 570-6567**

Type of Communication:

X **Telephone conversation** (*summarize below*) ☐ **Meeting** (*attach minutes if possible*)
X **E-mail** (*attach*)
☐ **Letter** (*attach*)

Notes

Mr. Rosas contacted ICF Jones & Stokes by telephone regarding the Metro Wilshire Boulevard Bus-Only Lane Project in Los Angeles, CA. Mr. Rosas asked about the results and recommendations of the archaeological research and survey and expressed concern about unqualified archaeologists monitoring ground disturbing construction related activities. Mr. Rosas asked for a copy of the archaeological technical report and was referred to the client, Metro, to request copies of the technical studies and any other pertinent project related information. Mr. Rosas followed up his phone call with an email regarding availability of project information (please see attached). At this time, ICF Jones & Stokes has not responded to Mr. Rosas email.

6276

From: Johntommy Rosas [tattnlaw@gmail.com]
Sent: Monday, October 20, 2008 1:12 PM
To: Catharine Wood; Dave Singleton
Subject: Re: Wilshire Blvd Bus-Only Lane Project

HI I AM CONFIRMING RECEIPT OF YOUR DOCUMENTS. AS I STATED TO YOU ON THE PHONE , WE WERE WONDERING SINCE YOU ARE DOING REPORTS FROM YOUR FIELD WORK, WE SHOULD BE GETTING THOSE REPORTS, ALSO
YOUR COMMENTS THAT WE REQUEST THEM FROM METRO SEEMS WRONG,

ON ONE POINT SINCE YOUR INVOLVING US TO CONSULT AND THEN YOU ARE ALREADY DOING FIELD REPORTS AND DONT SUBMIT THEM TO US, THAT SEEMS WRONG, ALL THE INFO SHOULD BE OPEN TO US AND WE SHOULDNT HAVE TO REQUEST IT AND MAKE OUR TRIBAL CONSULTATION MORE DIFFICULT,
SO TATTN IS OBJECTING TO THE PROCEDURES YOUR PERFORMING BY EXCLUDIG OUR RECEIPT OF YOUR INFORMATION AND REQUEST THAT YOU SUBMIT YOUR REPORTS TO US. THEN WE WILL CONTINUE THE PROCESS.
IF YOU REFUSE OUR REQUEST THEN EMAIL THAT DECISION TO US AND CC THE NAHC AND METRO,
WE ALSO WANT TO REVIEW ANY DATABASE SEARCHES YOUVE DONE AND THOSE RESULTS SO WE CAN CONSULT ON ALL THE INFORMATION, WE SHOULD BE NOT LIMITED TO THE ONE SIDED, INFORMATION EXCHANGE YOUR SUGGESTING.
THANKS jOHNTOMMY

On Mon, Oct 20, 2008 at 12:54 PM, Catharine Wood <cwood@jsanet.com> wrote:

Dear Mr. Rosas

Please find attached a letter and project area map for the Metro Wilshire Boulevard Bus-Only Lane project in Los Angeles, CA.

If you have any questions please do not hesitate to contact me.

Thank you,

Catharine M. Wood, M.A., RPA

Archaeologist

ICF Jones & Stokes

811 West 7th Street, Suite 800, Los Angeles, CA 90017

p (213) 627-5376 **x** 245 / **f** (213) 627-6853

cwood@jsanet.com

jonesandstokes.com / icfi.com

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--

JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION
OFFICIAL TATTN E-MAIL CONFIDENTIAL
ALL RIGHTS RESERVED
TATTN / TRIBAL NOTICE OF CONFIDENTIALITY:

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TRUTH IS OUR VICTORY AND HONOR IS OUR PRIZE >TATTN ©

ICF Jones & Stokes
an ICF International Company

October 6, 2008

Dave Singleton
Program Analyst
Native American Heritage Commission
915 Capital Mall, Room 364
Sacramento, CA 95814

Dear Mr. Singleton:

ICF Jones & Stokes respectfully requests a search of the Sacred Lands files for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see table below for the location information.

7.5' USGS Quad	Township	Range	Section
Hollywood	1 South	13 West	Los Angeles Pueblo
Hollywood	1 South	14 West	19, 24, 23, 22, 21, 20, 30, 25, 26, Las Ciengas Rancho and San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	14 West	San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	15 West	San Jose de Buenos Ayres Rancho

Please provide a list of Native American individuals and organizations that may have additional information about sacred sites or Native American traditional cultural properties in or near the project area. If you have any questions or need additional information please call me at (213) 627-5376 ext 245 or email at cwood@jsanet.com.

Sincerely,

Catharine M. Wood, RPA
Archaeologist

811 West 7th Street, Suite 800 — Los Angeles, CA 90017 — 213.627.5376 — 213.627.6853 fax — icfi.com — jonesandstokes.com

ICF Jones & Stokes
an ICF International Company

October 20, 2008

Cindi Alvitre
Ti'At Society
6516 E. Seaside Walk, #C
Long Beach, CA 90803

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Ms. Alvitre:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Beverly Hills	1 South	14 West	San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	15 West	San Jose de Buenos Ayres Rancho

As part of our research, ICF Jones & Stokes is contacting interested parties, including Native American groups and individuals, to help identify any prehistoric sites, sacred sites, or traditional cultural properties located in the vicinity of the project area. ICF Jones & Stokes has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands files; no sacred lands in this vicinity are recorded in the NAHC files.

If you have any information that would be relevant to this Project and its possible effect on cultural resources, please contact me with a written response. If you have questions or need additional information, please contact me at (213) 627-5376 ext 245 or email at cwood@jsanet.com

Thank you for your time.

C. M. Wood

Catharine M. Wood, RPA
Archaeologist

ICF Jones & Stokes
an ICF International Company

October 20, 2008

Robert Dorame, Tribal Chair/Cultural Resources
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Dorame:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Thank you for your time.

Catharine M. Wood, RPA
Archaeologist

811 West 7th Street, Suite 800 — Los Angeles, CA 90017 — 213.627.5376 — 213.627.6853 fax — icfi.com — jonesandstokes.com

ICF Jones & Stokes
an ICF International Company

October 20, 2008

Sam Dunlap, Tribal Secretary
Gabrielino/Tongva Council/Gabrielino Tongva Nation
761 Terminal Street, Bldg 1, 2nd Floor
Los Angeles, CA 90021

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Dunlap:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Thank you for your time.

Catharine M. Wood, RPA
Archaeologist

ICF Jones & Stokes
an ICF International Company

October 20, 2008

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, CA 91778

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Morales:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Thank you for your time.

Catharine M. Wood, RPA
Archaeologist

811 West 7th Street, Suite 800 — Los Angeles, CA 90017 — 213.627.5376 — 213.627.6853 fax — icfi.com — jonesandstokes.com

ICF Jones & Stokes
an ICF International Company

October 20, 2008

John Tommy Rosas, Tribal Administrator
Tongva Ancestral Territorial Tribal Nation
tattnlaw@gmail.com
(310) 570-6567

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Rosas:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Thank you for your time.

Catharine M. Wood, RPA
Archaeologist

APPENDIX F

NOISE WORKSHEETS

TNM VERSION 2.5 SPREADSHEETS

RUN BY MARIO ANAYA, ICF INTERNATIONAL, FEBRUARY 10, 2010

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PROPOSED PROJECT

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This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

Password = "noise"

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

**** Type in yellow cells only.**

** Day/Eve/Night & Auto/MT/HT cells must add to 100

** Be sure to indicate ENGLISH or METRIC units

** Note that both Ldn and CNEL require input for evening traffic

Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

UNITS	english

"english" OR "metric"

DAY PEAK/OFFPEAK SPLITS		PENALTIES	
4	no. of hours - peak	dB	
8	no. of hours - offpeak		
3	no. of hours - evening	+ 5	evening
9	no. of hours - night	+ 10	night
24	TOTAL no. of hours		

METRIC/ENGLISH CALCULATOR			
80	MPH	equals	128.74
100	KPH	equals	62.14
680	feet	equals	207.26
9	meters	equals	29.53

Mix 1.

		Day			
		Peak	Offpk	Eve	Night
		40	45	5	10
Auto	87	.348	.392	.044	.087
MT	4	.016	.018	.002	.004
HT	9	.036	.041	.005	.009

Mix 2.

		Day			
		Peak	Offpk	Eve	Night
		50	30	5	15
Auto	80	.400	.240	.040	.120
MT	5	.025	.015	.003	.008
HT	15	.075	.045	.008	.023

Mix 3.

		Day			
		Peak	Offpk	Eve	Night
		85		5	10
Auto	87	.740	.000	.044	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.000	.005	.009

Mix 4.

		Day			
		Peak	Offpk	Eve	Night
		85	1	4	10
Auto	87	.740	.009	.035	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.001	.004	.009

Mix 5.

		Day			
		Peak	Offpk	Eve	Night
		100		0	0
Auto	87	.870	.000	.000	.000
MT	4	.040	.000	.000	.000
HT	9	.090	.000	.000	.000

* distance from center of roadway

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED MPH	Mix Number	BARRIER Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	RECEIVER Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h
					ENGLISH			ENGLISH	ENGLISH	ENGLISH			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	35	1	0			75	68.1	68.4	69.9
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	h	21920	35	1	0			75	68.0	68.3	69.8
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	35	1	0			75	69.2	69.4	71.0
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	35	1	0			75	68.5	68.8	70.3
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	h	32860	35	1	0			75	69.8	70.1	71.6
6	Wilshire Blvd - Existing	Between San Vicente Blvd & Tower Dr	h	33680	35	1	0			75	69.9	70.2	71.7
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & Holmby Ave	h	38280	35	1	0			75	70.5	70.7	72.3
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	35	1	0			75	69.3	69.6	71.1
9	Wilshire Blvd -Existing	Between Barrington Ave & Stone	h	31370	35	1	0			75	69.6	69.9	71.4
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy Dr	h	28560	35	1	0			75	69.2	69.5	71.0
11													
12	Wilshire Blvd - Opening Year (2012) without Project	Between Westlake Ave & Alvara	h	24960	35	1	0			75	68.6	68.9	70.4
13	Wilshire Blvd -Opening Year (2012) without Project	Between Alvarado St & Park Vie	h	24730	35	1	0			75	68.6	68.9	70.4
14	Wilshire Blvd - Opening Year (2012) without Project	Between Shatto Pl & Vermont A	h	31740	35	1	0			75	69.6	69.9	71.4
15	Wilshire Blvd - Opening Year (2012) without Project	Between Oxford Ave & Western	h	27860	35	1	0			75	69.1	69.4	72.4
16	Wilshire Blvd -Opening Year (2012) without Project	Between Crenshaw Blvd & Lorra	h	36130	35	1	0			75	70.2	70.5	72.0
17	Wilshire Blvd -Opening Year (2012) without Project	Between San Vicente Blvd & To	h	38760	35	1	0			75	70.5	70.8	72.3
18	Wilshire Blvd -Opening Year (2012) without Project	Between Beverly Glen Blvd & Ho	h	43700	35	1	0			75	71.0	71.3	72.8
19	Wilshire Blvd -Opening Year (2012) without Project	Between Glendon Ave & Westw	h	42080	35	1	0			75	70.9	71.2	72.7
20	Wilshire Blvd -Opening Year (2012) without Project	Between Barrington Ave & Stone	h	34240	35	1	0			75	70.0	70.3	71.8
21	Wilshire Blvd -Opening Year (2012) without Project	Between Saltair Ave & Bundy Dr	h	31020	35	1	0			75	69.5	69.8	71.3
22													
23	Wilshire Blvd - Opening Year (2012) with Project	Between Westlake Ave & Alvara	h	16380	35	1	0			75	66.8	67.1	68.6
24	Wilshire Blvd - Opening Year (2012) with Project	Between Alvarado St & Park Vie	h	16230	35	1	0			75	66.7	67.0	68.5
25	Wilshire Blvd -Opening Year (2012) with Project	Between Shatto Pl & Vermont A	h	27080	35	1	0			75	69.0	69.2	70.8
26	Wilshire Blvd -Opening Year (2012) with Project	Between Oxford Ave & Western	h	22980	35	1	0			75	68.2	68.5	70.0
27	Wilshire Blvd -Opening Year (2012) with Project	Between Crenshaw Blvd & Lorra	h	31290	35	1	0			75	69.6	69.9	71.4
28	Wilshire Blvd -Opening Year (2012) with Project	Between San Vicente Blvd & To	h	36330	35	1	0			75	70.2	70.5	72.0
29	Wilshire Blvd -Opening Year (2012) with Project	Between Beverly Glen Blvd & Ho	h	39610	35	1	0			75	70.6	70.9	72.4
30	Wilshire Blvd -Opening Year (2012) with Project	Between Glendon Ave & Westw	h	38210	35	1	0			75	70.5	70.7	72.3
31	Wilshire Blvd - Opening Year (2012) with Project	Between Barrington Ave & Stone	h	32540	35	1	0			75	69.8	70.0	71.6
32	Wilshire Blvd - Opening Year (2012) with Project	Between Saltair Ave & Bundy Dr	h	29610	35	1	0			75	69.3	69.6	71.1
33													
34	Wilshire Blvd - Horizon Year (2020) without Project	Between Westlake Ave & Alvara	h	26110	35	1	0			75	68.8	69.1	70.6
35	Wilshire Blvd - Horizon Year (2020) without Project	Between Alvarado St & Park Vie	h	25820	35	1	0			75	68.8	69.0	70.6
36	Wilshire Blvd - Horizon Year (2020) without Project	Between Shatto Pl & Vermont A	h	33450	35	1	0			75	69.9	70.2	71.7
37	Wilshire Blvd - Horizon Year (2020) without Project	Between Oxford Ave & Western	h	28720	35	1	0			75	69.2	69.5	71.0
38	Wilshire Blvd - Horizon Year (2020) without Project	Between Crenshaw Blvd & Lorra	h	37060	35	1	0			75	70.3	70.6	72.1
39	Wilshire Blvd - Horizon Year (2020) without Project	Between San Vicente Blvd & To	h	40040	35	1	0			75	70.7	70.9	72.5
40	Wilshire Blvd - Horizon Year (2020) without Project	Between Beverly Glen Blvd & Ho	h	45380	35	1	0			75	71.2	71.5	73.0
41	Wilshire Blvd - Horizon Year (2020) without Project	Between Glendon Ave & Westw	h	44080	35	1	0			75	71.1	71.4	72.9
42	Wilshire Blvd - Horizon Year (2020) without Project	Between Barrington Ave & Stone	h	34890	35	1	0			75	70.1	70.3	71.9
43	Wilshire Blvd - Horizon Year (2020) without Project	Between Saltair Ave & Bundy Dr	h	31650	35	1	0			75	69.6	69.9	71.4
44													
45	Wilshire Blvd - Horizon Year (2020) with Project	Between Westlake Ave & Alvara	h	16990	35	1	0			75	66.9	67.2	68.7
46	Wilshire Blvd - Horizon Year (2020) with Project	Between Alvarado St & Park Vie	h	16710	35	1	0			75	66.9	67.2	68.7
47	Wilshire Blvd - Horizon Year (2020) with Project	Between Shatto Pl & Vermont A	h	28400	35	1	0			75	69.2	69.5	71.0
48	Wilshire Blvd - Horizon Year (2020) with Project	Between Oxford Ave & Western	h	23750	35	1	0			75	68.4	68.7	70.2
49	Wilshire Blvd - Horizon Year (2020) with Project	Between Crenshaw Blvd & Lorra	h	32270	35	1	0			75	69.7	70.0	71.5
50	Wilshire Blvd - Horizon Year (2020) with Project	Between San Vicente Blvd & To	h	37430	35	1	0			75	70.4	70.6	72.2
51	Wilshire Blvd - Horizon Year (2020) with Project	Between Beverly Glen Blvd & Ho	h	41010	35	1	0			75	70.8	71.0	72.6
52	Wilshire Blvd - Horizon Year (2020) with Project	Between Glendon Ave & Westw	h	39030	35	1	0			75	70.5	70.8	72.3
53	Wilshire Blvd - Horizon Year (2020) with Project	Between Barrington Ave & Stone	h	33140	35	1	0			75	69.8	70.1	71.6
54	Wilshire Blvd - Horizon Year (2020) with Project	Between Saltair Ave & Bundy Dr	h	30080	35	1	0			75	69.4	69.7	71.2
55													
56													
57													
58													
59													
60													

Number	Roadway	Segment Location	BARRIER			RECEIVER				Distance to CNEL Noise Contour (ft)			
			Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h	OK 70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
				ENGLISH	ENGLISH	ENGLISH							
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	0			75	68.1	68.4	69.9	61.4	191.2	522.8	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	0			75	68.0	68.3	69.8	60.9	189.5	518.9	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	0			75	69.2	69.4	71.0	78.7	242.0	636.4	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	0			75	68.5	68.8	70.3	66.4	210.4	568.2	>1,000
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorr	0			75	69.8	70.1	71.6	90.8	275.9	712.5	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	0			75	69.9	70.2	71.7	92.8	281.9	726.7	>1,000
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & H	0			75	70.5	70.7	72.3	105.4	316.2	800.9	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	0			75	69.3	69.6	71.1	82.1	251.2	656.1	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	0			75	69.6	69.9	71.4	87.0	264.5	687.8	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	0			75	69.2	69.5	71.0	79.2	243.4	639.4	>1,000
11													
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.6	68.9	70.4	68.1	214.6	576.9	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vie	0			75	68.6	68.9	70.4	67.3	212.7	572.9	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	0			75	69.6	69.9	71.4	87.9	267.3	694.1	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	0			75	69.1	69.4	72.4	77.2	237.9	627.7	>1,000
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	0			75	70.2	70.5	72.0	98.7	299.8	768.8	>1,000
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.5	70.8	72.3	106.9	319.8	809.3	>1,000
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	71.0	71.3	72.8	120.8	353.9	887.2	>1,000
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.9	71.2	72.7	116.4	343.2	863.0	>1,000
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	0			75	70.0	70.3	71.8	94.2	286.0	737.8	>1,000
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	86.0	261.8	681.8	>1,000
22													
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	66.8	67.1	68.6	47.2	143.5	410.3	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vie	0			75	66.7	67.0	68.5	46.7	142.1	407.1	>1,000
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	0			75	69.0	69.2	70.8	74.8	231.5	614.2	>1,000
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	0			75	68.2	68.5	70.0	63.1	197.5	539.7	>1,000
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	0			75	69.6	69.9	71.4	86.7	263.8	686.5	>1,000
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.2	70.5	72.0	99.4	301.4	771.5	>1,000
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	70.6	70.9	72.4	109.4	326.0	823.8	>1,000
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.5	70.7	72.3	105.2	315.7	799.6	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	0			75	69.8	70.0	71.6	90.0	273.5	707.3	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	0			75	69.3	69.6	71.1	82.2	251.4	656.6	>1,000
33													
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.8	69.1	70.6	71.8	223.9	596.9	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.8	69.0	70.6	70.9	221.6	591.6	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.9	70.2	71.7	92.3	280.2	722.0	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	69.2	69.5	71.0	79.7	244.6	642.1	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	0			75	70.3	70.6	72.1	101.7	307.0	781.3	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.7	70.9	72.5	110.7	329.0	830.8	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	71.2	71.5	73.0	125.2	365.2	911.4	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	71.1	71.4	72.9	121.9	356.4	892.8	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	70.1	70.3	71.9	95.7	290.6	750.5	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.6	69.9	71.4	87.7	266.7	692.6	>1,000
44													
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	66.9	67.2	68.7	48.9	148.9	423.0	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	66.9	67.2	68.7	48.1	146.4	417.2	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.2	69.5	71.0	78.7	242.1	636.8	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	68.4	68.7	70.2	64.7	204.3	555.3	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	0			75	69.7	70.0	71.5	89.3	271.4	702.9	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.4	70.6	72.2	102.8	309.9	786.2	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	70.8	71.0	72.6	113.5	335.8	846.4	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	70.5	70.8	72.3	107.7	321.8	814.0	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	69.8	70.1	71.6	91.5	278.0	717.0	>1,000

54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0	75	69.4	69.7	71.2	83.5	254.9	665.1	>1,000
55											
56					0.0	0.0	0.0				
57					0.0	0.0	0.0				
58											
59											
60											

	vehicle mixes				% of day split				
	day-peak	day-offpaek	evening	night	day-peak	day-offpaek	evening	night	checksum
					45	40	10	5	100
auto	90.0	85.0	84.0	75.0	.405	.340	.084	.038	
MT	6.0	7.0	6.0	3.0	.027	.028	.006	.002	
HT	4.0	8.0	10.0	22.0	.018	.032	.010	.011	1.000

VEHICLE MIX ASSUMPTIONS FROM RD 77-108 MODEL — FORMATTED FOR PASTE INTO THIS MODEL — h

Mix 1. Arterial Roadways (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	75.5	12.6	9.3	.755	.126	.093
MT	1.6	0.1	0.2	.016	.001	.002
HT	0.6	0.0	0.1	.006	.000	.001
Auto %	97.2	99.1	97.2	.972	.991	.972
MT %	2.0	0.7	2.0	.020	.007	.020
HT %	0.8	0.2	0.8	.008	.002	.008
Daily Auto %	97.4			.974		
Daily MT %	1.8			.018		
Daily HT %	0.7			.007		
Total	77.7	12.7	9.6	.777	.127	.096
Grand total	100.0	OK		1.000	OK	

Mix 2. Transportation Corridors (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	67.0	18.3	9.7	.670	.183	.097
MT	2.3	0.2	0.6	.023	.002	.006
HT	1.5	0.2	0.4	.015	.002	.004
Auto %	94.7	97.8	91.2	.947	.978	.912
MT %	3.2	1.0	5.3	.032	.010	.053
HT %	2.1	1.2	3.5	.021	.012	.035
Daily Auto %	95.0			.950		
Daily MT %	3.0			.030		
Daily HT %	2.1			.021		
Total	70.8	18.7	10.6	.708	.187	.106
Grand total	100.1	Warning! Check		1.001	Warning! Check	

Mix 3. Highway (From J&S SR99)	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	64.6	10.3	12.9	.646	.103	.129
MT	5.0	0.3	0.6	.050	.003	.006
HT	4.4	0.4	1.5	.044	.004	.015
Auto %	87.3	93.8	85.9	.873	.938	.859
MT %	6.8	2.4	3.9	.068	.024	.039
HT %	5.9	3.8	10.2	.059	.038	.102
Daily Auto %	87.8			.878		
Daily MT %	5.9			.059		
Daily HT %	6.3			.063		
Total	74.0	11.0	15.0	.740	.110	.150
Grand total	100.0	OK		1.000	OK	

Mix 4. Local (From Local/Lodi)	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	74.5	10.5	13.4	.745	.105	.134
MT	0.8	0.0	0.1	.008	.000	.001
HT	0.7	0.0	0.0	.007	.000	.000
Auto %	98.0	99.8	99.3	.980	.998	.993
MT %	1.1	0.1	0.7	.011	.001	.007
HT %	0.9	0.1	0.0	.009	.001	.000
Daily Auto %	98.4			.984		
Daily MT %	0.9			.009		
Daily HT %	0.7			.007		
Total	76.0	10.5	13.5	.760	.105	.135
Grand total	100.0	OK		1.000	OK	

Variable	Input			Input						
	Day	Eve	Night	Day	Eve	Night				
Auto	14.82	4.05	2.14	.148	.040	.021	67.03	18.31	9.66	95
MT	7.50	0.63	1.87	.075	.006	.019	2.25	0.19	0.56	3
HT	49.29	7.56	12.16	.493	.076	.122	1.5	0.23	0.37	2.1
Auto %	20.7	33.1	13.2	.207	.331	.132				
MT %	10.5	5.2	11.6	.105	.052	.116	0.705579	0.192737	0.101684	1
HT %	68.8	61.8	75.2	.688	.618	.752	0.75	0.063333	0.186667	1
							0.714286	0.109524	0.17619	1
Daily Auto %	21.0			.210						

Daily MT %	10.0			.100		
Daily HT %	69.0			.690		
Total	71.6	12.2	16.2	.716	.122	.162
Grand total	100.0	OK		1.000	OK	

21%	0.148172	0.040475	0.021354	0.21
10%	0.075	0.006333	0.018667	0.1
69%	0.492857	0.075571	0.121571	0.69
100%				1.00

21%	14.81716	4.047474	2.135368	21
10%	7.5	0.633333	1.866667	10
69%	49.28571	7.557143	12.15714	69
100%				100

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB Ldn	Level contributions by receiver location: Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total	Day - peak A	Day - peak MT	Day - peak HT
					METRIC*			METRIC*	METRIC*	ENGLISH*																			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	68.1	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	.348	.016	.036
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.0	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	.348	.016	.036
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.2	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	68.5	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	69.8	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	.348	.016	.036
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	69.9	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.5	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.3	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	69.6	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.2	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
11																														
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	68.6	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	.348	.016	.036
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.6	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	.348	.016	.036
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.6	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	69.1	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	.348	.016	.036
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.2	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	.348	.016	.036
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.5	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	.348	.016	.036
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.0	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	.348	.016	.036
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	70.9	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	.348	.016	.036
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	70.0	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	.348	.016	.036
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.5	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
22																														
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	16380	56	1	0			75	66.8	63.6	59.2	66.1	68.6	55.8	51.5	58.3	60.8	55.8	51.5	58.3	60.8	54.0	49.7	56.6	59.1	.348	.016	.036
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	16230	56	1	0			75	66.7	63.5	59.2	66.1	68.5	55.8	51.4	58.3	60.8	55.8	51.4	58.3	60.8	54.0	49.7	56.6	59.0	.348	.016	.036
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	27080	56	1	0			75	69.0	65.8	61.4	68.3	70.8	58.0	53.6	60.5	63.0	58.0	53.6	60.5	63.0	56.2	51.9	58.8	61.2	.348	.016	.036
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22980	56	1	0			75	68.2	65.1	60.7	67.6	70.0	57.3	52.9	59.8	62.3	57.3	52.9	59.8	62.3	55.5	51.2	58.1	60.5	.348	.016	.036
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	31290	56	1	0			75	69.6	66.4	62.0	68.9	71.4	58.6	54.2	61.2	63.6	58.6	54.2	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36330	56	1	0			75	70.2	67.0	62.7	69.6	72.0	59.3	54.9	61.8	64.3	59.3	54.9	61.8	64.3	57.5	53.1	60.0	62.5	.348	.016	.036
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	39610	56	1	0			75	70.6	67.4	63.0	69.9	72.4	59.6	55.3	62.2	64.6	59.6	55.3	62.2	64.6	57.9	53.5	60.4	62.9	.348	.016	.036
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	38210	56	1	0			75	70.5	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	32540	56	1	0			75	69.8	66.6	62.2	69.1	71.6	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	.348	.016	.036
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29610	56	1	0			75	69.3	66.2	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
33																														
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	68.8	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	.348	.016	.036
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	68.8	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	.348	.016	.036
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	69.9	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	69.2	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.3	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.7	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.2	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	.348	.016	.036
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.1	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	.348	.016	.036
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	34890	56	1	0			75	70.1	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	.348	.016	.036
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.6	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	.348	.016	.036
44																														
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	16990	56	1	0			75	66.9	63.7	59.4	66.3	68.7	56.0	51.6	58.5	61.0	56.0	51.6	58.5	61.0	54.2	49.9	56.8	59.2	.348	.016	.036
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	16710	56	1	0			75	66.9	63.7	59.3	66.2	68.7	55.9	51.5	58.4	60.9	55.9	51.5	58.4	60.9	54.1	49.8	56.7	59.1	.348	.016	.036
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28400	56	1	0			75	69.2	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23750	56	1	0			75	68.4	65.2	60.8	67.7	70.2	57.4	53.1	60.0	62.4	57.4	53.1	60.0	62.4	55.7	51.3	58.2	60.7	.348	.016	.036
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32270	56	1	0			75	69.7	66.5	62.1	69.1	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0	.348	.016	.036
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37430	56	1	0			75	70.4	67.2	62.8	69.7	72.2	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.3	60.2	62.6	.348	.016	.036
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	41010	56	1	0			75	70.8	67.6	63.2	70.1	72.6	59.8	55.4	62.3	64.8	59.8	55.4	62.3	64.8	58.0	53.7	60.6	63.0	.348	.016	.036
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	39030	56	1	0			75	70.5	67.4	63.0	69.9	72.3	59.6	55.2	62.1	64.6	59.6	55.2	62.1	64.6	57.8	53.4	60.4	62.8	.348	.016	.036
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	33140	56	1	0			75	69.8	66.6	62.3	69.2	71.6	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.7	59.6	62.1	.348	.016	.036
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30080	56	1	0			75	69.4	66.2	61.8	68.8	71.2	58.4	54.1	61.0	63.4	58.4	54.1	61.0	63.4	56.7	52.3	59.2	61.7	.348	.016	.036
55																														
56																														
57																														
58																														
59																														
60																														

MIX									VOLUMES										Distance to Ldn Noise Contour (ft)				Distance to Ldn Noise Contour (m)			
Day - offpeak			Evening			Night			Day - peak			Day - offpeak			Evening			Night			OK				OK			
A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn	70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn
.392	.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22	58.8	181.9	502.0	>1,000	17.9	55.4	153.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22	58.3	180.2	498.0	>1,000	17.8	54.9	151.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28	74.1	229.6	610.1	>1,000	22.6	70.0	186.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24	63.4	199.0	542.9	>1,000	19.3	60.6	165.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33	86.2	262.3	682.9	>1,000	26.3	79.9	208.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34	88.2	268.3	696.2	>1,000	26.9	81.8	212.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	99.0	300.5	769.9	>1,000	30.2	91.6	234.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30	77.5	238.9	629.8	>1,000	23.6	72.8	192.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31	82.4	251.9	657.8	>1,000	25.1	76.8	200.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29	74.6	231.0	613.1	>1,000	22.7	70.4	186.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25	64.4	203.1	552.5	>1,000	19.6	61.9	168.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25	64.0	201.2	548.1	>1,000	19.5	61.3	167.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32	83.3	254.5	664.2	>1,000	25.4	77.6	202.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28	72.6	225.8	601.4	>1,000	22.1	68.8	183.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36	94.0	285.6	736.6	>1,000	28.7	87.0	224.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39	100.4	304.0	776.1	>1,000	30.6	92.7	236.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44	114.4	338.2	851.7	>1,000	34.9	103.1	259.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42	110.0	327.4	827.1	>1,000	33.5	99.8	252.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34	89.6	272.4	704.9	>1,000	27.3	83.0	214.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31	81.4	249.4	652.3	>1,000	24.8	76.0	198.8	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	1425	66	147	802	37	83	238	11	25	158	7	16	44.5	135.3	391.1	965.5	13.6	41.2	119.2	294.3
.392	.018	.041	.044	.002	.005	.087	.004	.009	1412	65	146	794	37	82	235	11	24	157	7	16	44.1	133.9	388.1	958.2	13.4	40.8	118.3	292.1
.392	.018	.041	.044	.002	.005	.087	.004	.009	2356	108	244	1325	61	137	393	18	41	262	12	27	70.2	220.0	588.2	>1,000	21.4	67.0	179.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1999	92	207	1125	52	116	333	15	34	222	10	23	60.5	188.1	515.8	>1,000	18.4	57.3	157.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2722	125	282	1531	70	158	454	21	47	302	14	31	82.2	251.4	656.5	>1,000	25.0	76.6	200.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3161	145	327	1778	82	184	527	24	54	351	16	36	94.5	286.9	740.4	>1,000	28.8	87.5	225.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3446	158	356	1938	89	201	574	26	59	383	18	40	103.0	310.2	786.7	>1,000	31.4	94.5	239.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3324	153	344	1870	86	193	554	25	57	369	17	38	98.8	299.9	769.0	>1,000	30.1	91.4	234.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2831	130	293	1592	73	165	472	22	49	315	14	33	85.4	260.1	677.7	>1,000	26.0	79.3	206.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2576	118	266	1449	67	150	429	20	44	286	13	30	77.6	239.1	630.3	>1,000	23.7	72.9	192.1	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26	67.2	212.4	572.4	>1,000	20.5	64.8	174.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26	66.3	210.1	567.6	>1,000	20.2	64.0	173.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33	87.7	266.6	692.5	>1,000	26.7	81.3	211.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29	75.1	232.3	615.8	>1,000	22.9	70.8	187.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37	96.2	291.8	753.8	>1,000	29.3	88.9	229.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40	104.2	313.3	793.8	>1,000	31.8	95.5	241.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45	118.8	348.9	875.9	>1,000	36.2	106.3	267.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44	115.4	340.6	857.3	>1,000	35.2	103.8	261.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35	91.2	277.0	714.9	>1,000	27.8	84.4	217.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32	83.1	253.9	662.7	>1,000	25.3	77.4	202.0	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	1478	68	153	831	38	86	246	11	25	164	8	17	46.3	140.7	403.7	>1,000	14.1	42.9	123.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1454	67	150	818	38	85	242	11	25	162	7	17	45.5	138.2	397.9	981.4	13.9	42.1	121.3	299.1
.392	.018	.041	.044	.002	.005	.087	.004	.009	2471	114	256	1390	64	144	412	19	43	275	13	28	74.2	229.8	610.5	>1,000	22.6	70.0	186.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2066	95	214	1162	53	120	344	16	36	230	11	24	62.1	193.6	529.0	>1,000	18.9	59.0	161.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2807	129	290	1579	73	163	468	22	48	312	14	32	84.7	258.2	673.1	>1,000	25.8	78.7	205.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3256	150	337	1832	84	189	543	25	56	362	17	37	97.0	294.2	758.9	>1,000	29.6	89.7	231.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3568	164	369	2007	92	208	595	27	62	396	18	41	107.0	320.1	810.0	>1,000	32.6	97.6	246.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3396	156	351	1910	88	198	566	26	59	377	17	39	101.2	306.0	779.5	>1,000	30.9	93.3	237.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2883	133	298	1622	75	168	481	22	50	320	15	33	86.9	264.3	687.5	>1,000	26.5	80.6	209.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2617	120	271	1472	68	152	436	20	45	291	13	30	78.9	242.6	637.7	>1,000	24.1	73.9	194.4	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB CNEL	Level contributions by receiver location: Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total	Day - peak A	Day - peak MT	Day - peak HT
					METRIC*			METRIC*	METRIC*	ENGLISH*																			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	68.4	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	.348	.016	.036
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.3	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	.348	.016	.036
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.4	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	68.8	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	70.1	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	.348	.016	.036
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.6	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	69.9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.5	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
11																														
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	.348	.016	.036
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	.348	.016	.036
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.9	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	69.4	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	.348	.016	.036
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.5	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	.348	.016	.036
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.8	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	.348	.016	.036
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.3	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	.348	.016	.036
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	71.2	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	.348	.016	.036
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	70.3	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	.348	.016	.036
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.8	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
22																														
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	16380	56	1	0			75	67.1	63.6	59.2	66.1	68.6	55.8	51.5	58.3	60.8	55.8	51.5	58.3	60.8	54.0	49.7	56.6	59.1	.348	.016	.036
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	16230	56	1	0			75	67.0	63.5	59.2	66.1	68.5	55.8	51.4	58.3	60.8	55.8	51.4	58.3	60.8	54.0	49.7	56.6	59.0	.348	.016	.036
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	27080	56	1	0			75	69.2	65.8	61.4	68.3	70.8	58.0	53.6	60.5	63.0	58.0	53.6	60.5	63.0	56.2	51.9	58.8	61.2	.348	.016	.036
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22980	56	1	0			75	68.5	65.1	60.7	67.6	70.0	57.3	52.9	59.8	62.3	57.3	52.9	59.8	62.3	55.5	51.2	58.1	60.5	.348	.016	.036
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	31290	56	1	0			75	69.9	66.4	62.0	68.9	71.4	58.6	54.2	61.2	63.6	58.6	54.2	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36330	56	1	0			75	70.5	67.0	62.7	69.6	72.0	59.3	54.9	61.8	64.3	59.3	54.9	61.8	64.3	57.5	53.1	60.0	62.5	.348	.016	.036
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	39610	56	1	0			75	70.9	67.4	63.0	69.9	72.4	59.6	55.3	62.2	64.6	59.6	55.3	62.2	64.6	57.9	53.5	60.4	62.9	.348	.016	.036
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	38210	56	1	0			75	70.7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	32540	56	1	0			75	70.0	66.6	62.2	69.1	71.6	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	.348	.016	.036
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29610	56	1	0			75	69.6	66.2	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
33																														
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	69.1	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	.348	.016	.036
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	69.0	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	.348	.016	.036
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	69.5	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.6	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.9	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.5	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	.348	.016	.036
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.4	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	.348	.016	.036
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	34890	56	1	0			75	70.3	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	.348	.016	.036
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.9	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	.348	.016	.036
44																														
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	16990	56	1	0			75	67.2	63.7	59.4	66.3	68.7	56.0	51.6	58.5	61.0	56.0	51.6	58.5	61.0	54.2	49.9	56.8	59.2	.348	.016	.036
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	16710	56	1	0			75	67.2	63.7	59.3	66.2	68.7	55.9	51.5	58.4	60.9	55.9	51.5	58.4	60.9	54.1	49.8	56.7	59.1	.348	.016	.036
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28400	56	1	0			75	69.5	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23750	56	1	0			75	68.7	65.2	60.8	67.7	70.2	57.4	53.1	60.0	62.4	57.4	53.1	60.0	62.4	55.7	51.3	58.2	60.7	.348	.016	.036
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32270	56	1	0			75	70.0	66.5	62.1	69.1	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0	.348	.016	.036
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37430	56	1	0			75	70.6	67.2	62.8	69.7	72.2	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.3	60.2	62.6	.348	.016	.036
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	41010	56	1	0			75	71.0	67.6	63.2	70.1	72.6	59.8	55.4	62.3	64.8	59.8	55.4	62.3	64.8	58.0	53.7	60.6	63.0	.348	.016	.036
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	39030	56	1	0			75	70.8	67.4	63.0	69.9	72.3	59.6	55.2	62.1	64.6	59.6	55.2	62.1	64.6	57.8	53.4	60.4	62.8	.348	.016	.036
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	33140	56	1	0			75	70.1	66.6	62.3	69.2	71.6	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.7	59.6	62.1	.348	.016	.036
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30080	56	1	0			75	69.7	66.2	61.8	68.8	71.2	58.4	54.1	61.0	63.4	58.4	54.1	61.0	63.4	56.7	52.3	59.2	61.7	.348	.016	.036
55																														
56																														
57																														
58																														
59																														
60																														

MIX									VOLUMES										Distance to CNEL Noise Contour (ft)				Distance to CNEL Noise Contour (m)			
Day - offpeak			Evening			Night			Day - peak			Day - offpeak			Evening			Night			OK				OK			
A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
.392	.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22	61.4	191.2	522.8	>1,000	18.7	58.3	159.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22	60.9	189.5	518.9	>1,000	18.6	57.8	158.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28	78.7	242.0	636.4	>1,000	24.0	73.8	194.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24	66.4	210.4	568.2	>1,000	20.2	64.1	173.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33	90.8	275.9	712.5	>1,000	27.7	84.1	217.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34	92.8	281.9	726.7	>1,000	28.3	85.9	221.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	105.4	316.2	800.9	>1,000	32.1	96.4	244.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30	82.1	251.2	656.1	>1,000	25.0	76.6	200.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31	87.0	264.5	687.8	>1,000	26.5	80.6	209.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29	79.2	243.4	639.4	>1,000	24.1	74.2	194.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25	68.1	214.6	576.9	>1,000	20.7	65.4	175.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25	67.3	212.7	572.9	>1,000	20.5	64.8	174.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32	87.9	267.3	694.1	>1,000	26.8	81.5	211.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28	77.2	237.9	627.7	>1,000	23.5	72.5	191.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36	98.7	299.8	768.8	>1,000	30.1	91.4	234.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39	106.9	319.8	809.3	>1,000	32.6	97.5	246.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44	120.8	353.9	887.2	>1,000	36.8	107.9	270.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42	116.4	343.2	863.0	>1,000	35.5	104.6	263.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34	94.2	286.0	737.8	>1,000	28.7	87.2	224.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31	86.0	261.8	681.8	>1,000	26.2	79.8	207.8	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	1425	66	147	802	37	83	238	11	25	158	7	16	47.2	143.5	410.3	>1,000	14.4	43.7	125.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1412	65	146	794	37	82	235	11	24	157	7	16	46.7	142.1	407.1	>1,000	14.2	43.3	124.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2356	108	244	1325	61	137	393	18	41	262	12	27	74.8	231.5	614.2	>1,000	22.8	70.6	187.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1999	92	207	1125	52	116	333	15	34	222	10	23	63.1	197.5	539.7	>1,000	19.2	60.2	164.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2722	125	282	1531	70	158	454	21	47	302	14	31	86.7	263.8	686.5	>1,000	26.4	80.4	209.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3161	145	327	1778	82	184	527	24	54	351	16	36	99.4	301.4	771.5	>1,000	30.3	91.9	235.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3446	158	356	1938	89	201	574	26	59	383	18	40	109.4	326.0	823.8	>1,000	33.3	99.4	251.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3324	153	344	1870	86	193	554	25	57	369	17	38	105.2	315.7	799.6	>1,000	32.1	96.2	243.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2831	130	293	1592	73	165	472	22	49	315	14	33	90.0	273.5	707.3	>1,000	27.4	83.4	215.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2576	118	266	1449	67	150	429	20	44	286	13	30	82.2	251.4	656.6	>1,000	25.1	76.6	200.1	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26	71.8	223.9	596.9	>1,000	21.9	68.2	181.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26	70.9	221.6	591.6	>1,000	21.6	67.5	180.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33	92.3	280.2	722.0	>1,000	28.1	85.4	220.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29	79.7	244.6	642.1	>1,000	24.3	74.6	195.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37	101.7	307.0	781.3	>1,000	31.0	93.6	238.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40	110.7	329.0	830.8	>1,000	33.7	100.3	253.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45	125.2	365.2	911.4	>1,000	38.2	111.3	277.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44	121.9	356.4	892.8	>1,000	37.1	108.6	272.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35	95.7	290.6	750.5	>1,000	29.2	88.6	228.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32	87.7	266.7	692.6	>1,000	26.7	81.3	211.1	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	1478	68	153	831	38	86	246	11	25	164	8	17	48.9	148.9	423.0	>1,000	14.9	45.4	128.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1454	67	150	818	38	85	242	11	25	162	7	17	48.1	146.4	417.2	>1,000	14.7	44.6	127.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2471	114	256	1390	64	144	412	19	43	275	13	28	78.7	242.1	636.8	>1,000	24.0	73.8	194.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2066	95	214	1162	53	120	344	16	36	230	11	24	64.7	204.3	555.3	>1,000	19.7	62.3	169.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2807	129	290	1579	73	163	468	22	48	312	14	32	89.3	271.4	702.9	>1,000	27.2	82.7	214.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3256	150	337	1832	84	189	543	25	56	362	17	37	102.8	309.9	786.2	>1,000	31.3	94.4	239.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3568	164	369	2007	92	208	595	27	62	396	18	41	113.5	335.8	846.4	>1,000	34.6	102.4	258.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3396	156	351	1910	88	198	566	26	59	377	17	39	107.7	321.8	814.0	>1,000	32.8	98.1	248.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2883	133	298	1622	75	168	481	22	50	320	15	33	91.5	278.0	717.0	>1,000	27.9	84.7	218.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2617	120	271	1472	68	152	436	20	45	291	13	30	83.5	254.9	665.1	>1,000	25.4	77.7	202.7	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

WORST HOUR Leq1h

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dBA Leq	Level contributions Day - peak A	Level contributions Day - peak MT	Level contributions Day - peak HT	VOLUMES Day A	VOLUMES Day MT	VOLUMES Day HT	Distance to Leq Noise Contour (ft) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
					METRIC*			METRIC*	METRIC*	ENGLISH*											
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	69.9	64.9	60.5	67.4	1927	89	199	72.8	226.4	602.7	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	69.8	64.8	60.5	67.4	1907	88	197	71.9	224.2	597.7	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	71.0	66.0	61.6	68.5	2469	114	255	93.3	283.3	730.6	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	70.3	65.3	60.9	67.9	2128	98	220	81.0	248.3	649.8	>1,000
5	#REF!	Between Crenshaw Blvd & Lorn	h	32860	56	1	0			75	71.6	66.6	62.2	69.1	2859	131	296	108.3	323.2	817.4	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	71.7	66.7	62.3	69.2	2930	135	303	111.2	330.2	833.6	>1,000
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	72.3	67.3	62.9	69.8	3330	153	345	126.1	367.6	916.0	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	71.1	66.1	61.8	68.7	2573	118	266	96.7	293.5	757.5	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	71.4	66.4	62.0	68.9	2729	125	282	102.9	310.0	786.4	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	71.0	66.0	61.6	68.5	2485	114	257	93.8	284.9	734.8	>1,000
11															0	0	0				
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	70.4	65.4	61.0	67.9	2172	100	225	82.7	252.8	659.8	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	70.4	65.4	61.0	67.9	2152	99	223	81.9	250.7	655.0	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	71.4	66.5	62.1	69.0	2761	127	286	104.3	313.3	794.0	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	70.9	65.9	61.5	68.4	2424	111	251	91.8	278.8	718.9	>1,000
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	36130	56	1	0			75	72.0	67.0	62.6	69.6	3143	145	325	119.3	350.2	878.9	>1,000
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	72.3	67.3	62.9	69.9	3372	155	349	127.5	371.7	924.1	>1,000
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	72.8	67.8	63.5	70.4	3802	175	393	144.2	412.1	>1,000	>1,000
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	72.7	67.7	63.3	70.2	3661	168	379	138.7	398.9	983.7	>1,000
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	71.8	66.8	62.4	69.3	2979	137	308	113.1	334.9	844.4	>1,000
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	71.3	66.4	62.0	68.9	2699	124	279	101.6	306.8	780.9	>1,000
22															0	0	0				
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	16380	56	1	0			75	68.6	63.6	59.2	66.1	1425	66	147	55.5	170.2	474.3	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	16230	56	1	0			75	68.5	63.5	59.2	66.1	1412	65	146	55.0	168.6	470.6	>1,000
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	27080	56	1	0			75	70.8	65.8	61.4	68.3	2356	108	244	89.4	271.8	703.7	>1,000
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22980	56	1	0			75	70.0	65.1	60.7	67.6	1999	92	207	75.8	234.3	620.2	>1,000
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	31290	56	1	0			75	71.4	66.4	62.0	68.9	2722	125	282	102.6	309.3	785.2	>1,000
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36330	56	1	0			75	72.0	67.0	62.7	69.6	3161	145	327	120.0	351.8	882.5	>1,000
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	39610	56	1	0			75	72.4	67.4	63.0	69.9	3446	158	356	130.1	378.8	938.3	>1,000
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	38210	56	1	0			75	72.3	67.3	62.9	69.8	3324	153	344	125.9	367.0	914.8	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	32540	56	1	0			75	71.6	66.6	62.2	69.1	2831	130	293	107.2	320.4	810.8	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29610	56	1	0			75	71.1	66.2	61.8	68.7	2576	118	266	96.8	293.8	758.0	>1,000
33															0	0	0				
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	70.6	65.6	61.2	68.1	2272	104	235	86.4	262.8	684.2	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	70.6	65.6	61.2	68.1	2246	103	232	85.5	260.3	678.2	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	71.7	66.7	62.3	69.2	2910	134	301	110.4	328.3	829.1	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	71.0	66.0	61.6	68.6	2499	115	258	94.3	286.3	738.6	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorn	h	37060	56	1	0			75	72.1	67.1	62.7	69.7	3224	148	334	122.3	357.5	895.2	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	72.5	67.5	63.1	70.0	3483	160	360	131.3	382.3	945.3	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	73.0	68.0	63.6	70.5	3948	182	408	149.8	425.3	>1,000	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	72.9	67.9	63.5	70.4	3835	176	397	145.5	415.1	>1,000	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	34890	56	1	0			75	71.9	66.9	62.5	69.4	3035	140	314	115.3	340.3	856.6	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	71.4	66.4	62.1	69.0	2754	127	285	103.9	312.5	792.0	>1,000
44															0	0	0				
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	16990	56	1	0			75	68.7	63.7	59.4	66.3	1478	68	153	57.2	176.3	489.2	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	16710	56	1	0			75	68.7	63.7	59.3	66.2	1454	67	150	56.4	173.5	482.4	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28400	56	1	0			75	71.0	66.0	61.6	68.5	2471	114	256	93.4	283.5	731.0	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23750	56	1	0			75	70.2	65.2	60.8	67.7	2066	95	214	78.6	241.7	635.8	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorn	h	32270	56	1	0			75	71.5	66.5	62.1	69.1	2807	129	290	106.2	318.1	805.2	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37430	56	1	0			75	72.2	67.2	62.8	69.7	3256	150	337	123.5	360.3	901.6	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	41010	56	1	0			75	72.6	67.6	63.2	70.1	3568	164	369	134.9	390.1	963.1	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	39030	56	1	0			75	72.3	67.4	63.0	69.9	3396	156	351	128.3	373.9	928.6	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	33140	56	1	0			75	71.6	66.6	62.3	69.2	2883	133	298	109.3	325.6	823.0	>1,000
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30080	56	1	0			75	71.2	66.2	61.8	68.8	2617	120	271	98.1	298.0	765.7	>1,000
55															0	0	0				
56															0	0	0				
57															0	0	0				
58															0	0	0				
59															0	0	0				
60															0	0	0				

Distance to Leq Noise Contour (m)

OK

70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
22.2	69.0	183.7	>300
21.9	68.3	182.2	>300
28.4	86.4	222.7	>300
24.7	75.7	198.1	>300
33.0	98.5	249.1	>300
33.9	100.7	254.1	>300
38.4	112.0	279.2	>300
29.5	89.5	230.9	>300
31.4	94.5	239.7	>300
28.6	86.8	224.0	>300
25.2	77.0	201.1	>300
25.0	76.4	199.6	>300
31.8	95.5	242.0	>300
28.0	85.0	219.1	>300
36.4	106.8	267.9	>300
38.9	113.3	281.7	>300
44.0	125.6	>300	>300
42.3	121.6	299.8	>300
34.5	102.1	257.4	>300
31.0	93.5	238.0	>300
16.9	51.9	144.6	>300
16.8	51.4	143.4	>300
27.3	82.8	214.5	>300
23.1	71.4	189.0	>300
31.3	94.3	239.3	>300
36.6	107.2	269.0	>300
39.6	115.4	286.0	>300
38.4	111.9	278.8	>300
32.7	97.7	247.1	>300
29.5	89.5	231.0	>300
26.3	80.1	208.6	>300
26.1	79.3	206.7	>300
33.6	100.1	252.7	>300
28.7	87.3	225.1	>300
37.3	109.0	272.9	>300
40.0	116.5	288.1	>300
45.7	129.6	>300	>300
44.4	126.5	>300	>300
35.1	103.7	261.1	>300
31.7	95.3	241.4	>300
17.4	53.7	149.1	>300
17.2	52.9	147.0	>300
28.5	86.4	222.8	>300
23.9	73.7	193.8	>300
32.4	96.9	245.4	>300
37.6	109.8	274.8	>300
41.1	118.9	293.6	>300
39.1	114.0	283.1	>300
33.3	99.3	250.9	>300
29.9	90.8	233.4	>300

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ALTERNATIVE A

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This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

Password = "noise"

**** Type in yellow cells only.**

** Day/Eve/Night & Auto/MT/HT cells must add to 100

** Be sure to indicate ENGLISH or METRIC units

** Note that both Ldn and CNEL require input for evening traffic

Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

UNITS	english

"english" OR "metric"

DAY PEAK/OFFPEAK SPLITS		PENALTIES	
4	no. of hours - peak	dB	
8	no. of hours - offpeak		
3	no. of hours - evening	+ 5	evening
9	no. of hours - night	+ 10	night
24	TOTAL no. of hours		

METRIC/ENGLISH CALCULATOR			
80	MPH	equals	128.74
100	KPH	equals	62.14
680	feet	equals	207.26
9	meters	equals	29.53

Mix 1.

		Day			
		Peak	Offpk	Eve	Night
		40	45	5	10
Auto	87	.348	.392	.044	.087
MT	4	.016	.018	.002	.004
HT	9	.036	.041	.005	.009

Mix 2.

		Day			
		Peak	Offpk	Eve	Night
		50	30	5	15
Auto	80	.400	.240	.040	.120
MT	5	.025	.015	.003	.008
HT	15	.075	.045	.008	.023

Mix 3.

		Day			
		Peak	Offpk	Eve	Night
		85		5	10
Auto	87	.740	.000	.044	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.000	.005	.009

Mix 4.

		Day			
		Peak	Offpk	Eve	Night
		85	1	4	10
Auto	87	.740	.009	.035	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.001	.004	.009

Mix 5.

		Day			
		Peak	Offpk	Eve	Night
		100		0	0
Auto	87	.870	.000	.000	.000
MT	4	.040	.000	.000	.000
HT	9	.090	.000	.000	.000

* distance from center of roadway

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED MPH	Mix Number	BARRIER Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	RECEIVER Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h
					ENGLISH			ENGLISH	ENGLISH	ENGLISH			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	35	1	0			75	68.1	68.4	69.9
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	h	21920	35	1	0			75	68.0	68.3	69.8
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	35	1	0			75	69.2	69.4	71.0
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	35	1	0			75	68.5	68.8	70.3
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	h	32860	35	1	0			75	69.8	70.1	71.6
6	Wilshire Blvd - Existing	Between San Vicente Blvd & Tower Dr	h	33680	35	1	0			75	69.9	70.2	71.7
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & Holmby Ave	h	38280	35	1	0			75	70.5	70.7	72.3
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	35	1	0			75	69.3	69.6	71.1
9	Wilshire Blvd -Existing	Between Barrington Ave & Stone	h	31370	35	1	0			75	69.6	69.9	71.4
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy Dr	h	28560	35	1	0			75	69.2	69.5	71.0
11													
12	Wilshire Blvd - Opening Year (2012) without Project	Between Westlake Ave & Alvara	h	24960	35	1	0			75	68.6	68.9	70.4
13	Wilshire Blvd -Opening Year (2012) without Project	Between Alvarado St & Park Vie	h	24730	35	1	0			75	68.6	68.9	70.4
14	Wilshire Blvd - Opening Year (2012) without Project	Between Shatto Pl & Vermont A	h	31740	35	1	0			75	69.6	69.9	71.4
15	Wilshire Blvd - Opening Year (2012) without Project	Between Oxford Ave & Western	h	27860	35	1	0			75	69.1	69.4	72.1
16	Wilshire Blvd -Opening Year (2012) without Project	Between Crenshaw Blvd & Lorra	h	36130	35	1	0			75	70.2	70.5	72.0
17	Wilshire Blvd -Opening Year (2012) without Project	Between San Vicente Blvd & To	h	38760	35	1	0			75	70.5	70.8	72.3
18	Wilshire Blvd -Opening Year (2012) without Project	Between Beverly Glen Blvd & Ho	h	43700	35	1	0			75	71.0	71.3	72.8
19	Wilshire Blvd -Opening Year (2012) without Project	Between Glendon Ave & Westw	h	42080	35	1	0			75	70.9	71.2	72.7
20	Wilshire Blvd -Opening Year (2012) without Project	Between Barrington Ave & Stone	h	34240	35	1	0			75	70.0	70.3	71.8
21	Wilshire Blvd -Opening Year (2012) without Project	Between Saltair Ave & Bundy Dr	h	31020	35	1	0			75	69.5	69.8	71.3
22													
23	Wilshire Blvd - Opening Year (2012) with Project Alter	Between Westlake Ave & Alvara	h	24310	35	1	0			75	68.5	68.8	70.3
24	Wilshire Blvd - Opening Year (2012) with Project Alter	Between Alvarado St & Park Vie	h	24290	35	1	0			75	68.5	68.8	70.3
25	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between Shatto Pl & Vermont A	h	26850	35	1	0			75	68.9	69.2	70.7
26	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between Oxford Ave & Western	h	22820	35	1	0			75	68.2	68.5	70.0
27	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between Crenshaw Blvd & Lorra	h	31110	35	1	0			75	69.6	69.8	71.4
28	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between San Vicente Blvd & To	h	36970	35	1	0			75	70.3	70.6	72.1
29	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between Beverly Glen Blvd & Ho	h	37090	35	1	0			75	70.3	70.6	72.1
30	Wilshire Blvd -Opening Year (2012) with Project Alterr	Between Glendon Ave & Westw	h	36890	35	1	0			75	70.3	70.6	72.1
31	Wilshire Blvd - Opening Year (2012) with Project Alter	Between Barrington Ave & Stone	h	32110	35	1	0			75	69.7	70.0	71.5
32	Wilshire Blvd - Opening Year (2012) with Project Alter	Between Saltair Ave & Bundy Dr	h	29160	35	1	0			75	69.3	69.6	71.1
33													
34	Wilshire Blvd - Horizon Year (2020) without Project	Between Westlake Ave & Alvara	h	26110	35	1	0			75	68.8	69.1	70.6
35	Wilshire Blvd - Horizon Year (2020) without Project	Between Alvarado St & Park Vie	h	25820	35	1	0			75	68.8	69.0	70.6
36	Wilshire Blvd - Horizon Year (2020) without Project	Between Shatto Pl & Vermont A	h	33450	35	1	0			75	69.9	70.2	71.7
37	Wilshire Blvd - Horizon Year (2020) without Project	Between Oxford Ave & Western	h	28720	35	1	0			75	69.2	69.5	71.0
38	Wilshire Blvd - Horizon Year (2020) without Project	Between Crenshaw Blvd & Lorra	h	37060	35	1	0			75	70.3	70.6	72.1
39	Wilshire Blvd - Horizon Year (2020) without Project	Between San Vicente Blvd & To	h	40040	35	1	0			75	70.7	70.9	72.5
40	Wilshire Blvd - Horizon Year (2020) without Project	Between Beverly Glen Blvd & Ho	h	45380	35	1	0			75	71.2	71.5	73.0
41	Wilshire Blvd - Horizon Year (2020) without Project	Between Glendon Ave & Westw	h	44080	35	1	0			75	71.1	71.4	72.9
42	Wilshire Blvd - Horizon Year (2020) without Project	Between Barrington Ave & Stone	h	34890	35	1	0			75	70.1	70.3	71.9
43	Wilshire Blvd - Horizon Year (2020) without Project	Between Saltair Ave & Bundy Dr	h	31650	35	1	0			75	69.6	69.9	71.4
44													
45	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Westlake Ave & Alvara	h	25560	35	1	0			75	68.7	69.0	70.5
46	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Alvarado St & Park Vie	h	25360	35	1	0			75	68.7	69.0	70.5
47	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Shatto Pl & Vermont A	h	28900	35	1	0			75	69.2	69.5	71.0
48	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Oxford Ave & Western	h	23800	35	1	0			75	68.4	68.7	70.2
49	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Crenshaw Blvd & Lorra	h	32500	35	1	0			75	69.7	70.0	71.5
50	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between San Vicente Blvd & To	h	37190	35	1	0			75	70.3	70.6	72.1
51	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Beverly Glen Blvd & Ho	h	37660	35	1	0			75	70.4	70.7	72.2
52	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Glendon Ave & Westw	h	37810	35	1	0			75	70.4	70.7	72.2
53	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Barrington Ave & Stone	h	33330	35	1	0			75	69.9	70.1	71.7
54	Wilshire Blvd - Horizon Year (2020) with Project Alterr	Between Saltair Ave & Bundy Dr	h	30290	35	1	0			75	69.4	69.7	71.2
55													
56													
57													
58													
59													
60													

Number	Roadway	Segment Location	BARRIER			RECEIVER				Distance to CNEL Noise Contour (ft)			
			Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h	OK 70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
				ENGLISH	ENGLISH	ENGLISH							
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	0			75	68.1	68.4	69.9	61.4	191.2	522.8	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	0			75	68.0	68.3	69.8	60.9	189.5	518.9	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	0			75	69.2	69.4	71.0	78.7	242.0	636.4	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	0			75	68.5	68.8	70.3	66.4	210.4	568.2	>1,000
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorr	0			75	69.8	70.1	71.6	90.8	275.9	712.5	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	0			75	69.9	70.2	71.7	92.8	281.9	726.7	>1,000
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & H	0			75	70.5	70.7	72.3	105.4	316.2	800.9	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	0			75	69.3	69.6	71.1	82.1	251.2	656.1	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	0			75	69.6	69.9	71.4	87.0	264.5	687.8	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	0			75	69.2	69.5	71.0	79.2	243.4	639.4	>1,000
11													
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.6	68.9	70.4	68.1	214.6	576.9	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vie	0			75	68.6	68.9	70.4	67.3	212.7	572.9	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	0			75	69.6	69.9	71.4	87.9	267.3	694.1	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	0			75	69.1	69.4	72.1	77.2	237.9	627.7	>1,000
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	0			75	70.2	70.5	72.0	98.7	299.8	768.8	>1,000
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.5	70.8	72.3	106.9	319.8	809.3	>1,000
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	71.0	71.3	72.8	120.8	353.9	887.2	>1,000
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.9	71.2	72.7	116.4	343.2	863.0	>1,000
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	0			75	70.0	70.3	71.8	94.2	286.0	737.8	>1,000
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	86.0	261.8	681.8	>1,000
22													
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.5	68.8	70.3	65.9	209.1	565.5	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vie	0			75	68.5	68.8	70.3	65.8	209.0	565.2	>1,000
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	0			75	68.9	69.2	70.7	74.1	229.6	610.2	>1,000
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	0			75	68.2	68.5	70.0	62.8	196.2	536.3	>1,000
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	0			75	69.6	69.8	71.4	86.3	262.4	683.3	>1,000
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.3	70.6	72.1	101.4	306.3	780.1	>1,000
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	70.3	70.6	72.1	101.8	307.3	781.7	>1,000
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.3	70.6	72.1	101.1	305.7	779.0	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	0			75	69.7	70.0	71.5	88.9	270.2	700.3	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	0			75	69.3	69.6	71.1	80.9	248.0	649.3	>1,000
33													
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.8	69.1	70.6	71.8	223.9	596.9	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.8	69.0	70.6	70.9	221.6	591.6	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.9	70.2	71.7	92.3	280.2	722.0	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	69.2	69.5	71.0	79.7	244.6	642.1	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	0			75	70.3	70.6	72.1	101.7	307.0	781.3	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.7	70.9	72.5	110.7	329.0	830.8	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	71.2	71.5	73.0	125.2	365.2	911.4	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	71.1	71.4	72.9	121.9	356.4	892.8	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	70.1	70.3	71.9	95.7	290.6	750.5	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.6	69.9	71.4	87.7	266.7	692.6	>1,000
44													
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.7	69.0	70.5	70.0	219.5	587.2	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.7	69.0	70.5	69.4	217.9	583.8	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.2	69.5	71.0	80.2	246.0	645.0	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	68.4	68.7	70.2	64.8	204.8	556.3	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	0			75	69.7	70.0	71.5	89.9	273.2	706.7	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.3	70.6	72.1	102.1	308.0	783.0	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	70.4	70.7	72.2	103.5	311.6	789.8	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	70.4	70.7	72.2	104.0	312.7	792.5	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	69.9	70.1	71.7	92.0	279.4	720.1	>1,000
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.4	69.7	71.2	84.1	256.5	668.9	>1,000
55													

56					0.0	0.0	0.0	
57					0.0	0.0	0.0	
58								
59								
60								

	vehicle mixes				% of day split				
	day-peak	day-offpaek	evening	night	day-peak	day-offpaek	evening	night	checksum
					45	40	10	5	100
auto	90.0	85.0	84.0	75.0	.405	.340	.084	.038	
MT	6.0	7.0	6.0	3.0	.027	.028	.006	.002	
HT	4.0	8.0	10.0	22.0	.018	.032	.010	.011	1.000

VEHICLE MIX ASSUMPTIONS FROM RD 77-108 MODEL — FORMATTED FOR PASTE INTO THIS MODEL — h

Mix 1. Arterial Roadways (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	75.5	12.6	9.3	.755	.126	.093
MT	1.6	0.1	0.2	.016	.001	.002
HT	0.6	0.0	0.1	.006	.000	.001
Auto %	97.2	99.1	97.2	.972	.991	.972
MT %	2.0	0.7	2.0	.020	.007	.020
HT %	0.8	0.2	0.8	.008	.002	.008
Daily Auto %	97.4			.974		
Daily MT %	1.8			.018		
Daily HT %	0.7			.007		
Total	77.7	12.7	9.6	.777	.127	.096
Grand total	100.0	OK		1.000	OK	

Mix 2. Transportation Corridors (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	67.0	18.3	9.7	.670	.183	.097
MT	2.3	0.2	0.6	.023	.002	.006
HT	1.5	0.2	0.4	.015	.002	.004
Auto %	94.7	97.8	91.2	.947	.978	.912
MT %	3.2	1.0	5.3	.032	.010	.053
HT %	2.1	1.2	3.5	.021	.012	.035
Daily Auto %	95.0			.950		
Daily MT %	3.0			.030		
Daily HT %	2.1			.021		
Total	70.8	18.7	10.6	.708	.187	.106
Grand total	100.1	Warning! Check		1.001	Warning! Check	

Mix 3. Highway (From J&S SR99)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	64.6	10.3	12.9	.646	.103	.129
MT	5.0	0.3	0.6	.050	.003	.006
HT	4.4	0.4	1.5	.044	.004	.015
Auto %	87.3	93.8	85.9	.873	.938	.859

MT %	6.8	2.4	3.9	.068	.024	.039
HT %	5.9	3.8	10.2	.059	.038	.102
Daily Auto %	87.8			.878		
Daily MT %	5.9			.059		
Daily HT %	6.3			.063		
Total	74.0	11.0	15.0	.740	.110	.150
Grand total	100.0	OK		1.000	OK	

Mix 4. Local (From Local/Lodi)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	74.5	10.5	13.4	.745	.105	.134
MT	0.8	0.0	0.1	.008	.000	.001
HT	0.7	0.0	0.0	.007	.000	.000
Auto %	98.0	99.8	99.3	.980	.998	.993
MT %	1.1	0.1	0.7	.011	.001	.007
HT %	0.9	0.1	0.0	.009	.001	.000
Daily Auto %	98.4			.984		
Daily MT %	0.9			.009		
Daily HT %	0.7			.007		
Total	76.0	10.5	13.5	.760	.105	.135
Grand total	100.0	OK		1.000	OK	

Variable

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	14.82	4.05	2.14	.148	.040	.021
MT	7.50	0.63	1.87	.075	.006	.019
HT	49.29	7.56	12.16	.493	.076	.122
Auto %	20.7	33.1	13.2	.207	.331	.132
MT %	10.5	5.2	11.6	.105	.052	.116
HT %	68.8	61.8	75.2	.688	.618	.752
Daily Auto %	21.0			.210		
Daily MT %	10.0			.100		
Daily HT %	69.0			.690		
Total	71.6	12.2	16.2	.716	.122	.162
Grand total	100.0	OK		1.000	OK	

	67.03	18.31	9.66	95
	2.25	0.19	0.56	3
	1.5	0.23	0.37	2.1
	0.705579	0.192737	0.101684	1
	0.75	0.063333	0.186667	1
	0.714286	0.109524	0.17619	1
21%	0.148172	0.040475	0.021354	0.21
10%	0.075	0.006333	0.018667	0.1
69%	0.492857	0.075571	0.121571	0.69
100%				1.00
21%	14.81716	4.047474	2.135368	21
10%	7.5	0.633333	1.866667	10
69%	49.28571	7.557143	12.15714	69
100%				100

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB Ldn	Level contributions by receiver location: Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total	Day - peak A	Day - peak MT	Day - peak HT
					METRIC*			METRIC*	METRIC*	ENGLISH*																			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	68.1	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	.348	.016	.036
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.0	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	.348	.016	.036
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.2	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	68.5	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	69.8	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	.348	.016	.036
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	69.9	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.5	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.3	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	69.6	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.2	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
11																														
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	68.6	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	.348	.016	.036
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.6	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	.348	.016	.036
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.6	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	69.1	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	.348	.016	.036
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.2	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	.348	.016	.036
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.5	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	.348	.016	.036
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.0	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	.348	.016	.036
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	70.9	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	.348	.016	.036
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	70.0	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	.348	.016	.036
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.5	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
22																														
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24310	56	1	0			75	68.5	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24290	56	1	0			75	68.5	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	26850	56	1	0			75	68.9	65.7	61.3	68.3	70.7	57.9	53.6	60.5	62.9	57.9	53.6	60.5	62.9	56.2	51.8	58.7	61.2	.348	.016	.036
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22820	56	1	0			75	68.2	65.0	60.6	67.6	70.0	57.2	52.9	59.8	62.2	57.2	52.9	59.8	62.2	55.5	51.1	58.0	60.5	.348	.016	.036
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	31110	56	1	0			75	69.6	66.4	62.0	68.9	71.4	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36970	56	1	0			75	70.3	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	37090	56	1	0			75	70.3	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	36890	56	1	0			75	70.3	67.1	62.7	69.6	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	32110	56	1	0			75	69.7	66.5	62.1	69.0	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0	.348	.016	.036
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29160	56	1	0			75	69.3	66.1	61.7	68.6	71.1	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	.348	.016	.036
33																														
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	68.8	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	.348	.016	.036
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	68.8	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	.348	.016	.036
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	69.9	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	69.2	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.3	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.7	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.2	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	.348	.016	.036
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.1	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	.348	.016	.036
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	34890	56	1	0			75	70.1	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	.348	.016	.036
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.6	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	.348	.016	.036
44																														
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	25560	56	1	0			75	68.7	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0	.348	.016	.036
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25360	56	1	0			75	68.7	65.5	61.1	68.0	70.5	57.7	53.3	60.2	62.7	57.7	53.3	60.2	62.7	55.9	51.6	58.5	60.9	.348	.016	.036
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28900	56	1	0			75	69.2	66.0	61.7	68.6	71.0	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	.348	.016	.036
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23800	56	1	0			75	68.4	65.2	60.8	67.7	70.2	57.4	53.1	60.0	62.4	57.4	53.1	60.0	62.4	55.7	51.3	58.2	60.7	.348	.016	.036
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32500	56	1	0			75	69.7	66.6	62.2	69.1	71.5	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	.348	.016	.036
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37190	56	1	0			75	70.3	67.1	62.8	69.7	72.1	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.2	60.1	62.6	.348	.016	.036
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	37660	56	1	0			75	70.4	67.2	62.8	69.7	72.2	59.4	55.0	62.0	64.4	59.4	55.0	62.0	64.4	57.7	53.3	60.2	62.7	.348	.016	.036
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	37810	56	1	0			75	70.4	67.2	62.8	69.7	72.2	59.4	55.1	62.0	64.4	59.4	55.1	62.0	64.4	57.7	53.3	60.2	62.7	.348	.016	.036
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	33330	56	1	0			75	69.9	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30290	56	1	0			75	69.4	66.3	61.9	68.8	71.2	58.5	54.1	61.0	63.5	58.5	54.1	61.0	63.5	56.7	52.4	59.3	61.7	.348	.016	.036
55																														
56																														
57																														
58																														
59																														
60																														

MIX									VOLUMES										Distance to Ldn Noise Contour (ft)				Distance to Ldn Noise Contour (m)			
Day - offpeak			Evening			Night			Day - peak			Day - offpeak			Evening			Night			OK				OK			
A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn	70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn
.392	.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22	58.8	181.9	502.0	>1,000	17.9	55.4	153.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22	58.3	180.2	498.0	>1,000	17.8	54.9	151.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28	74.1	229.6	610.1	>1,000	22.6	70.0	186.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24	63.4	199.0	542.9	>1,000	19.3	60.6	165.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33	86.2	262.3	682.9	>1,000	26.3	79.9	208.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34	88.2	268.3	696.2	>1,000	26.9	81.8	212.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	99.0	300.5	769.9	>1,000	30.2	91.6	234.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30	77.5	238.9	629.8	>1,000	23.6	72.8	192.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31	82.4	251.9	657.8	>1,000	25.1	76.8	200.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29	74.6	231.0	613.1	>1,000	22.7	70.4	186.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25	64.4	203.1	552.5	>1,000	19.6	61.9	168.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25	64.0	201.2	548.1	>1,000	19.5	61.3	167.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32	83.3	254.5	664.2	>1,000	25.4	77.6	202.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28	72.6	225.8	601.4	>1,000	22.1	68.8	183.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36	94.0	285.6	736.6	>1,000	28.7	87.0	224.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39	100.4	304.0	776.1	>1,000	30.6	92.7	236.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44	114.4	338.2	851.7	>1,000	34.9	103.1	259.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42	110.0	327.4	827.1	>1,000	33.5	99.8	252.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34	89.6	272.4	704.9	>1,000	27.3	83.0	214.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31	81.4	249.4	652.3	>1,000	24.8	76.0	198.8	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2115	97	219	1190	55	123	352	16	36	235	11	24	63.2	197.7	540.0	>1,000	19.3	60.3	164.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2113	97	219	1189	55	123	352	16	36	235	11	24	63.1	197.5	539.6	>1,000	19.2	60.2	164.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2336	107	242	1314	60	136	389	18	40	260	12	27	69.5	218.2	584.5	>1,000	21.2	66.5	178.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1985	91	205	1117	51	116	331	15	34	221	10	23	60.2	186.9	513.1	>1,000	18.3	57.0	156.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2707	124	280	1522	70	157	451	21	47	301	14	31	81.7	250.1	653.7	>1,000	24.9	76.2	199.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3216	148	333	1809	83	187	536	25	55	357	16	37	95.9	291.2	752.2	>1,000	29.2	88.8	229.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3227	148	334	1815	83	188	538	25	56	359	16	37	96.2	292.0	754.3	>1,000	29.3	89.0	229.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3209	148	332	1805	83	187	535	25	55	357	16	37	95.8	290.7	750.7	>1,000	29.2	88.6	228.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2794	128	289	1571	72	163	466	21	48	310	14	32	84.3	257.1	670.5	>1,000	25.7	78.4	204.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2537	117	262	1427	66	148	423	19	44	282	13	29	76.3	235.7	623.0	>1,000	23.3	71.8	189.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26	67.2	212.4	572.4	>1,000	20.5	64.8	174.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26	66.3	210.1	567.6	>1,000	20.2	64.0	173.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33	87.7	266.6	692.5	>1,000	26.7	81.3	211.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29	75.1	232.3	615.8	>1,000	22.9	70.8	187.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37	96.2	291.8	753.8	>1,000	29.3	88.9	229.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40	104.2	313.3	793.8	>1,000	31.8	95.5	241.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45	118.8	348.9	875.9	>1,000	36.2	106.3	267.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44	115.4	340.6	857.3	>1,000	35.2	103.8	261.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35	91.2	277.0	714.9	>1,000	27.8	84.4	217.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32	83.1	253.9	662.7	>1,000	25.3	77.4	202.0	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2224	102	230	1251	58	129	371	17	38	247	11	26	65.5	208.0	563.2	>1,000	20.0	63.4	171.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2206	101	228	1241	57	128	368	17	38	245	11	25	65.2	206.4	559.9	>1,000	19.9	62.9	170.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2514	116	260	1414	65	146	419	19	43	279	13	29	75.6	233.7	618.8	>1,000	23.0	71.2	188.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2071	95	214	1165	54	120	345	16	36	230	11	24	62.2	194.0	530.0	>1,000	18.9	59.1	161.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2828	130	293	1590	73	165	471	22	49	314	14	33	85.3	259.8	677.0	>1,000	26.0	79.2	206.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3236	149	335	1820	84	188	539	25	56	360	17	37	96.4	292.7	755.7	>1,000	29.4	89.2	230.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3276	151	339	1843	85	191	546	25	56	364	17	38	97.5	295.8	761.9	>1,000	29.7	90.2	232.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3289	151	340	1850	85	191	548	25	57	365	17	38	97.8	297.0	763.9	>1,000	29.8	90.5	232.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2900	133	300	1631	75	169	483	22	50	322	15	33	87.4	265.7	690.6	>1,000	26.6	81.0	210.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2635	121	273	1482	68	153	439	20	45	293	13	30	79.5	244.1	641.0	>1,000	24.2	74.4	195.4	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB CNEL	Level contributions by receiver location: Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total	Day - peak A	Day - peak MT	Day - peak HT
					METRIC*			METRIC*	METRIC*	ENGLISH*																			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	68.4	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	.348	.016	.036
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.3	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	.348	.016	.036
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.4	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	68.8	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	70.1	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	.348	.016	.036
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.6	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	h	31370	56	1	0			75	69.9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.5	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
11																														
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	.348	.016	.036
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	.348	.016	.036
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.9	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	69.4	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	.348	.016	.036
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.5	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	.348	.016	.036
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.8	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	.348	.016	.036
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.3	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	.348	.016	.036
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	71.2	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	.348	.016	.036
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Ston	h	34240	56	1	0			75	70.3	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	.348	.016	.036
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.8	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
22																														
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24310	56	1	0			75	68.8	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24290	56	1	0			75	68.8	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	26850	56	1	0			75	69.2	65.7	61.3	68.3	70.7	57.9	53.6	60.5	62.9	57.9	53.6	60.5	62.9	56.2	51.8	58.7	61.2	.348	.016	.036
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22820	56	1	0			75	68.5	65.0	60.6	67.6	70.0	57.2	52.9	59.8	62.2	57.2	52.9	59.8	62.2	55.5	51.1	58.0	60.5	.348	.016	.036
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorr	h	31110	56	1	0			75	69.8	66.4	62.0	68.9	71.4	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36970	56	1	0			75	70.6	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	37090	56	1	0			75	70.6	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	36890	56	1	0			75	70.6	67.1	62.7	69.6	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	h	32110	56	1	0			75	70.0	66.5	62.1	69.0	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0	.348	.016	.036
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29160	56	1	0			75	69.6	66.1	61.7	68.6	71.1	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	.348	.016	.036
33																														
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	69.1	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	.348	.016	.036
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	69.0	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	.348	.016	.036
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	69.5	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.6	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.9	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.5	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	.348	.016	.036
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.4	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	.348	.016	.036
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	34890	56	1	0			75	70.3	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	.348	.016	.036
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.9	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	.348	.016	.036
44																														
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	25560	56	1	0			75	69.0	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0	.348	.016	.036
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25360	56	1	0			75	69.0	65.5	61.1	68.0	70.5	57.7	53.3	60.2	62.7	57.7	53.3	60.2	62.7	55.9	51.6	58.5	60.9	.348	.016	.036
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28900	56	1	0			75	69.5	66.0	61.7	68.6	71.0	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	.348	.016	.036
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23800	56	1	0			75	68.7	65.2	60.8	67.7	70.2	57.4	53.1	60.0	62.4	57.4	53.1	60.0	62.4	55.7	51.3	58.2	60.7	.348	.016	.036
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32500	56	1	0			75	70.0	66.6	62.2	69.1	71.5	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	.348	.016	.036
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37190	56	1	0			75	70.6	67.1	62.8	69.7	72.1	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.2	60.1	62.6	.348	.016	.036
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	37660	56	1	0			75	70.7	67.2	62.8	69.7	72.2	59.4	55.0	62.0	64.4	59.4	55.0	62.0	64.4	57.7	53.3	60.2	62.7	.348	.016	.036
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	37810	56	1	0			75	70.7	67.2	62.8	69.7	72.2	59.4	55.1	62.0	64.4	59.4	55.1	62.0	64.4	57.7	53.3	60.2	62.7	.348	.016	.036
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	33330	56	1	0			75	70.1	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30290	56	1	0			75	69.7	66.3	61.9	68.8	71.2	58.5	54.1	61.0	63.5	58.5	54.1	61.0	63.5	56.7	52.4	59.3	61.7	.348	.016	.036
55																														
56																														
57																														
58																														
59																														
60																														

MIX									VOLUMES										Distance to CNEL Noise Contour (ft)				Distance to CNEL Noise Contour (m)			
Day - offpeak			Evening			Night			Day - peak			Day - offpeak			Evening			Night			OK				OK			
A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
.392	.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22	61.4	191.2	522.8	>1,000	18.7	58.3	159.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22	60.9	189.5	518.9	>1,000	18.6	57.8	158.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28	78.7	242.0	636.4	>1,000	24.0	73.8	194.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24	66.4	210.4	568.2	>1,000	20.2	64.1	173.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33	90.8	275.9	712.5	>1,000	27.7	84.1	217.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34	92.8	281.9	726.7	>1,000	28.3	85.9	221.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	105.4	316.2	800.9	>1,000	32.1	96.4	244.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30	82.1	251.2	656.1	>1,000	25.0	76.6	200.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31	87.0	264.5	687.8	>1,000	26.5	80.6	209.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29	79.2	243.4	639.4	>1,000	24.1	74.2	194.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25	68.1	214.6	576.9	>1,000	20.7	65.4	175.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25	67.3	212.7	572.9	>1,000	20.5	64.8	174.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32	87.9	267.3	694.1	>1,000	26.8	81.5	211.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28	77.2	237.9	627.7	>1,000	23.5	72.5	191.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36	98.7	299.8	768.8	>1,000	30.1	91.4	234.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39	106.9	319.8	809.3	>1,000	32.6	97.5	246.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44	120.8	353.9	887.2	>1,000	36.8	107.9	270.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42	116.4	343.2	863.0	>1,000	35.5	104.6	263.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34	94.2	286.0	737.8	>1,000	28.7	87.2	224.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31	86.0	261.8	681.8	>1,000	26.2	79.8	207.8	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2115	97	219	1190	55	123	352	16	36	235	11	24	65.9	209.1	565.5	>1,000	20.1	63.7	172.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2113	97	219	1189	55	123	352	16	36	235	11	24	65.8	209.0	565.2	>1,000	20.1	63.7	172.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2336	107	242	1314	60	136	389	18	40	260	12	27	74.1	229.6	610.2	>1,000	22.6	70.0	186.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	1985	91	205	1117	51	116	331	15	34	221	10	23	62.8	196.2	536.3	>1,000	19.1	59.8	163.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2707	124	280	1522	70	157	451	21	47	301	14	31	86.3	262.4	683.3	>1,000	26.3	80.0	208.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3216	148	333	1809	83	187	536	25	55	357	16	37	101.4	306.3	780.1	>1,000	30.9	93.4	237.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3227	148	334	1815	83	188	538	25	56	359	16	37	101.8	307.3	781.7	>1,000	31.0	93.7	238.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3209	148	332	1805	83	187	535	25	55	357	16	37	101.1	305.7	779.0	>1,000	30.8	93.2	237.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2794	128	289	1571	72	163	466	21	48	310	14	32	88.9	270.2	700.3	>1,000	27.1	82.4	213.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2537	117	262	1427	66	148	423	19	44	282	13	29	80.9	248.0	649.3	>1,000	24.7	75.6	197.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26	71.8	223.9	596.9	>1,000	21.9	68.2	181.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26	70.9	221.6	591.6	>1,000	21.6	67.5	180.3	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33	92.3	280.2	722.0	>1,000	28.1	85.4	220.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29	79.7	244.6	642.1	>1,000	24.3	74.6	195.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37	101.7	307.0	781.3	>1,000	31.0	93.6	238.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40	110.7	329.0	830.8	>1,000	33.7	100.3	253.2	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45	125.2	365.2	911.4	>1,000	38.2	111.3	277.8	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44	121.9	356.4	892.8	>1,000	37.1	108.6	272.1	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35	95.7	290.6	750.5	>1,000	29.2	88.6	228.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32	87.7	266.7	692.6	>1,000	26.7	81.3	211.1	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
.392	.018	.041	.044	.002	.005	.087	.004	.009	2224	102	230	1251	58	129	371	17	38	247	11	26	70.0	219.5	587.2	>1,000	21.3	66.9	179.0	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2206	101	228	1241	57	128	368	17	38	245	11	25	69.4	217.9	583.8	>1,000	21.1	66.4	177.9	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2514	116	260	1414	65	146	419	19	43	279	13	29	80.2	246.0	645.0	>1,000	24.4	75.0	196.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2071	95	214	1165	54	120	345	16	36	230	11	24	64.8	204.8	556.3	>1,000	19.7	62.4	169.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2828	130	293	1590	73	165	471	22	49	314	14	33	89.9	273.2	706.7	>1,000	27.4	83.3	215.4	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3236	149	335	1820	84	188	539	25	56	360	17	37	102.1	308.0	783.0	>1,000	31.1	93.9	238.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3276	151	339	1843	85	191	546	25	56	364	17	38	103.5	311.6	789.8	>1,000	31.6	95.0	240.7	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	3289	151	340	1850	85	191	548	25	57	365	17	38	104.0	312.7	792.5	>1,000	31.7	95.3	241.6	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2900	133	300	1631	75	169	483	22	50	322	15	33	92.0	279.4	720.1	>1,000	28.0	85.1	219.5	>300
.392	.018	.041	.044	.002	.005	.087	.004	.009	2635	121	273	1482	68	153	439	20	45	293	13	30	84.1	256.5	668.9	>1,000	25.6	78.2	203.9	>300
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								
									0	0	0	0	0	0	0	0	0	0	0	0								

4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

WORST HOUR Leq1h

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dBA Leq	Level contributions Day - peak A	Level contributions Day - peak MT	Level contributions Day - peak HT	VOLUMES Day A	VOLUMES Day MT	VOLUMES Day HT	Distance to Leq Noise Contour (ft) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
					METRIC*			METRIC*	METRIC*	ENGLISH*											
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	69.9	64.9	60.5	67.4	1927	89	199	72.8	226.4	602.7	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	69.8	64.8	60.5	67.4	1907	88	197	71.9	224.2	597.7	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	71.0	66.0	61.6	68.5	2469	114	255	93.3	283.3	730.6	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	70.3	65.3	60.9	67.9	2128	98	220	81.0	248.3	649.8	>1,000
5	#REF!	Between Crenshaw Blvd & Lorn	h	32860	56	1	0			75	71.6	66.6	62.2	69.1	2859	131	296	108.3	323.2	817.4	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	71.7	66.7	62.3	69.2	2930	135	303	111.2	330.2	833.6	>1,000
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	72.3	67.3	62.9	69.8	3330	153	345	126.1	367.6	916.0	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	71.1	66.1	61.8	68.7	2573	118	266	96.7	293.5	757.5	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	71.4	66.4	62.0	68.9	2729	125	282	102.9	310.0	786.4	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	71.0	66.0	61.6	68.5	2485	114	257	93.8	284.9	734.8	>1,000
11															0	0	0				
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	70.4	65.4	61.0	67.9	2172	100	225	82.7	252.8	659.8	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	70.4	65.4	61.0	67.9	2152	99	223	81.9	250.7	655.0	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	71.4	66.5	62.1	69.0	2761	127	286	104.3	313.3	794.0	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	70.9	65.9	61.5	68.4	2424	111	251	91.8	278.8	718.9	>1,000
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	36130	56	1	0			75	72.0	67.0	62.6	69.6	3143	145	325	119.3	350.2	878.9	>1,000
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	72.3	67.3	62.9	69.9	3372	155	349	127.5	371.7	924.1	>1,000
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	72.8	67.8	63.5	70.4	3802	175	393	144.2	412.1	>1,000	>1,000
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	42080	56	1	0			75	72.7	67.7	63.3	70.2	3661	168	379	138.7	398.9	983.7	>1,000
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	71.8	66.8	62.4	69.3	2979	137	308	113.1	334.9	844.4	>1,000
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	71.3	66.4	62.0	68.9	2699	124	279	101.6	306.8	780.9	>1,000
22															0	0	0				
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24310	56	1	0			75	70.3	65.3	60.9	67.8	2115	97	219	80.5	246.9	646.9	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24290	56	1	0			75	70.3	65.3	60.9	67.8	2113	97	219	80.4	246.7	646.5	>1,000
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	26850	56	1	0			75	70.7	65.7	61.3	68.3	2336	107	242	88.7	269.7	699.2	>1,000
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22820	56	1	0			75	70.0	65.0	60.6	67.6	1985	91	205	75.3	232.8	616.8	>1,000
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	31110	56	1	0			75	71.4	66.4	62.0	68.9	2707	124	280	101.9	307.6	782.3	>1,000
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	36970	56	1	0			75	72.1	67.1	62.7	69.7	3216	148	333	122.0	356.8	893.7	>1,000
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	37090	56	1	0			75	72.1	67.1	62.7	69.7	3227	148	334	122.4	357.7	895.7	>1,000
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westw	h	36890	56	1	0			75	72.1	67.1	62.7	69.6	3209	148	332	121.8	356.2	892.3	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	32110	56	1	0			75	71.5	66.5	62.1	69.0	2794	128	289	105.6	316.6	801.8	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	29160	56	1	0			75	71.1	66.1	61.7	68.6	2537	117	262	95.6	290.0	748.9	>1,000
33															0	0	0				
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	26110	56	1	0			75	70.6	65.6	61.2	68.1	2272	104	235	86.4	262.8	684.2	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	70.6	65.6	61.2	68.1	2246	103	232	85.5	260.3	678.2	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	71.7	66.7	62.3	69.2	2910	134	301	110.4	328.3	829.1	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	71.0	66.0	61.6	68.6	2499	115	258	94.3	286.3	738.6	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorn	h	37060	56	1	0			75	72.1	67.1	62.7	69.7	3224	148	334	122.3	357.5	895.2	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	72.5	67.5	63.1	70.0	3483	160	360	131.3	382.3	945.3	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	73.0	68.0	63.6	70.5	3948	182	408	149.8	425.3	>1,000	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	72.9	67.9	63.5	70.4	3835	176	397	145.5	415.1	>1,000	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	34890	56	1	0			75	71.9	66.9	62.5	69.4	3035	140	314	115.3	340.3	856.6	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	71.4	66.4	62.1	69.0	2754	127	285	103.9	312.5	792.0	>1,000
44															0	0	0				
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvar	h	25560	56	1	0			75	70.5	65.5	61.1	68.0	2224	102	230	84.7	258.1	672.7	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25360	56	1	0			75	70.5	65.5	61.1	68.0	2206	101	228	84.0	256.3	668.5	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28900	56	1	0			75	71.0	66.0	61.7	68.6	2514	116	260	94.8	287.8	742.8	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23800	56	1	0			75	70.2	65.2	60.8	67.7	2071	95	214	78.7	242.2	636.8	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorn	h	32500	56	1	0			75	71.5	66.6	62.2	69.1	2828	130	293	107.0	320.1	810.0	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37190	56	1	0			75	72.1	67.1	62.8	69.7	3236	149	335	122.7	358.5	897.5	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	37660	56	1	0			75	72.2	67.2	62.8	69.7	3276	151	339	124.2	362.2	905.5	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	37810	56	1	0			75	72.2	67.2	62.8	69.7	3289	151	340	124.6	363.5	908.1	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Stor	h	33330	56	1	0			75	71.7	66.7	62.3	69.2	2900	133	300	109.9	327.3	826.8	>1,000
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	30290	56	1	0			75	71.2	66.3	61.9	68.8	2635	121	273	98.8	300.0	769.2	>1,000
55															0	0	0				
56															0	0	0				
57															0	0	0				
58															0	0	0				
59															0	0	0				
60															0	0	0				

Distance to Leq Noise Contour (m)

OK

70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
22.2	69.0	183.7	>300
21.9	68.3	182.2	>300
28.4	86.4	222.7	>300
24.7	75.7	198.1	>300
33.0	98.5	249.1	>300
33.9	100.7	254.1	>300
38.4	112.0	279.2	>300
29.5	89.5	230.9	>300
31.4	94.5	239.7	>300
28.6	86.8	224.0	>300
25.2	77.0	201.1	>300
25.0	76.4	199.6	>300
31.8	95.5	242.0	>300
28.0	85.0	219.1	>300
36.4	106.8	267.9	>300
38.9	113.3	281.7	>300
44.0	125.6	>300	>300
42.3	121.6	299.8	>300
34.5	102.1	257.4	>300
31.0	93.5	238.0	>300
24.5	75.3	197.2	>300
24.5	75.2	197.0	>300
27.0	82.2	213.1	>300
22.9	71.0	188.0	>300
31.1	93.8	238.4	>300
37.2	108.8	272.4	>300
37.3	109.0	273.0	>300
37.1	108.6	272.0	>300
32.2	96.5	244.4	>300
29.1	88.4	228.3	>300
26.3	80.1	208.6	>300
26.1	79.3	206.7	>300
33.6	100.1	252.7	>300
28.7	87.3	225.1	>300
37.3	109.0	272.9	>300
40.0	116.5	288.1	>300
45.7	129.6	>300	>300
44.4	126.5	>300	>300
35.1	103.7	261.1	>300
31.7	95.3	241.4	>300
25.8	78.7	205.0	>300
25.6	78.1	203.7	>300
28.9	87.7	226.4	>300
24.0	73.8	194.1	>300
32.6	97.6	246.9	>300
37.4	109.3	273.5	>300
37.8	110.4	276.0	>300
38.0	110.8	276.8	>300
33.5	99.8	252.0	>300
30.1	91.4	234.4	>300

ALTERNATIVE A-1

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This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

Password = "noise"

**** Type in yellow cells only.**

** Day/Eve/Night & Auto/MT/HT cells must add to 100

** Be sure to indicate ENGLISH or METRIC units

** Note that both Ldn and CNEL require input for evening traffic

Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

UNITS	english

"english" OR "metric"

DAY PEAK/OFFPEAK SPLITS		PENALTIES	
4	no. of hours - peak	dB	
8	no. of hours - offpeak		
3	no. of hours - evening	+ 5	evening
9	no. of hours - night	+ 10	night
24	TOTAL no. of hours		

METRIC/ENGLISH CALCULATOR			
80	MPH	equals	128.74
100	KPH	equals	62.14
680	feet	equals	207.26
9	meters	equals	29.53

Mix 1.

		Day			
		Peak	Offpk	Eve	Night
		40	45	5	10
Auto	87	.348	.392	.044	.087
MT	4	.016	.018	.002	.004
HT	9	.036	.041	.005	.009

Mix 2.

		Day			
		Peak	Offpk	Eve	Night
		50	30	5	15
Auto	80	.400	.240	.040	.120
MT	5	.025	.015	.003	.008
HT	15	.075	.045	.008	.023

Mix 3.

		Day			
		Peak	Offpk	Eve	Night
		85		5	10
Auto	87	.740	.000	.044	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.000	.005	.009

Mix 4.

		Day			
		Peak	Offpk	Eve	Night
		85	1	4	10
Auto	87	.740	.009	.035	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.001	.004	.009

Mix 5.

		Day			
		Peak	Offpk	Eve	Night
		100		0	0
Auto	87	.870	.000	.000	.000
MT	4	.040	.000	.000	.000
HT	9	.090	.000	.000	.000

* distance from center of roadway

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED MPH	Mix Number	BARRIER Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	RECEIVER Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h
					ENGLISH			ENGLISH	ENGLISH	ENGLISH			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	35	1	0			75	68.1	68.4	69.9
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	h	21920	35	1	0			75	68.0	68.3	69.8
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	35	1	0			75	69.2	69.4	71.0
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	35	1	0			75	68.5	68.8	70.3
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	h	32860	35	1	0			75	69.8	70.1	71.6
6	Wilshire Blvd - Existing	Between San Vicente Blvd & Tower Dr	h	33680	35	1	0			75	69.9	70.2	71.7
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & Holmby Ave	h	38280	35	1	0			75	70.5	70.7	72.3
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	35	1	0			75	69.3	69.6	71.1
9	Wilshire Blvd -Existing	Between Barrington Ave & Stone	h	31370	35	1	0			75	69.6	69.9	71.4
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy Dr	h	28560	35	1	0			75	69.2	69.5	71.0
11													
12	Wilshire Blvd - Opening Year (2012) without Project	Between Westlake Ave & Alvara	h	24960	35	1	0			75	68.6	68.9	70.4
13	Wilshire Blvd -Opening Year (2012) without Project	Between Alvarado St & Park Vie	h	24730	35	1	0			75	68.6	68.9	70.4
14	Wilshire Blvd - Opening Year (2012) without Project	Between Shatto Pl & Vermont A	h	31740	35	1	0			75	69.6	69.9	71.4
15	Wilshire Blvd - Opening Year (2012) without Project	Between Oxford Ave & Western	h	27860	35	1	0			75	69.1	69.4	72.4
16	Wilshire Blvd -Opening Year (2012) without Project	Between Crenshaw Blvd & Lorra	h	36130	35	1	0			75	70.2	70.5	72.0
17	Wilshire Blvd -Opening Year (2012) without Project	Between San Vicente Blvd & To	h	38760	35	1	0			75	70.5	70.8	72.3
18	Wilshire Blvd -Opening Year (2012) without Project	Between Beverly Glen Blvd & Ho	h	43700	35	1	0			75	71.0	71.3	72.8
19	Wilshire Blvd -Opening Year (2012) without Project	Between Glendon Ave & Westw	h	42080	35	1	0			75	70.9	71.2	72.7
20	Wilshire Blvd -Opening Year (2012) without Project	Between Barrington Ave & Stone	h	34240	35	1	0			75	70.0	70.3	71.8
21	Wilshire Blvd -Opening Year (2012) without Project	Between Saltair Ave & Bundy Dr	h	31020	35	1	0			75	69.5	69.8	71.3
22													
23	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Westlake Ave & Alvara	h	24310	35	1	0			75	68.5	68.8	70.3
24	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Alvarado St & Park Vie	h	24140	35	1	0			75	68.5	68.7	70.3
25	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Shatto Pl & Vermont A	h	27110	35	1	0			75	69.0	69.3	70.8
26	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Oxford Ave & Western	h	22770	35	1	0			75	68.2	68.5	70.0
27	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Crenshaw Blvd & Lorra	h	31080	35	1	0			75	69.6	69.8	71.4
28	Wilshire Blvd -Opening Year (2012) with Alternative A	Between San Vicente Blvd & To	h	35870	35	1	0			75	70.2	70.5	72.0
29	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Beverly Glen Blvd & Ho	h	39990	35	1	0			75	70.6	70.9	72.4
30	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Glendon Ave & Westw	h	38280	35	1	0			75	70.5	70.7	72.3
31	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Barrington Ave & Stone	h	31770	35	1	0			75	69.7	69.9	71.5
32	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Saltair Ave & Bundy Dr	h	28860	35	1	0			75	69.2	69.5	71.0
33													
34	Wilshire Blvd - Horizon Year (2020) without Project	Between Westlake Ave & Alvara	h	26110	35	1	0			75	68.8	69.1	70.6
35	Wilshire Blvd - Horizon Year (2020) without Project	Between Alvarado St & Park Vie	h	25820	35	1	0			75	68.8	69.0	70.6
36	Wilshire Blvd - Horizon Year (2020) without Project	Between Shatto Pl & Vermont A	h	33450	35	1	0			75	69.9	70.2	71.7
37	Wilshire Blvd - Horizon Year (2020) without Project	Between Oxford Ave & Western	h	28720	35	1	0			75	69.2	69.5	71.0
38	Wilshire Blvd - Horizon Year (2020) without Project	Between Crenshaw Blvd & Lorra	h	37060	35	1	0			75	70.3	70.6	72.1
39	Wilshire Blvd - Horizon Year (2020) without Project	Between San Vicente Blvd & To	h	40040	35	1	0			75	70.7	70.9	72.5
40	Wilshire Blvd - Horizon Year (2020) without Project	Between Beverly Glen Blvd & Ho	h	45380	35	1	0			75	71.2	71.5	73.0
41	Wilshire Blvd - Horizon Year (2020) without Project	Between Glendon Ave & Westw	h	44080	35	1	0			75	71.1	71.4	72.9
42	Wilshire Blvd - Horizon Year (2020) without Project	Between Barrington Ave & Stone	h	34890	35	1	0			75	70.1	70.3	71.9
43	Wilshire Blvd - Horizon Year (2020) without Project	Between Saltair Ave & Bundy Dr	h	31650	35	1	0			75	69.6	69.9	71.4
44													
45	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Westlake Ave & Alvara	h	25560	35	1	0			75	68.7	69.0	70.5
46	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Alvarado St & Park Vie	h	25410	35	1	0			75	68.7	69.0	70.5
47	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Shatto Pl & Vermont A	h	29050	35	1	0			75	69.3	69.6	71.1
48	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Oxford Ave & Western	h	23970	35	1	0			75	68.4	68.7	70.2
49	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Crenshaw Blvd & Lorra	h	32670	35	1	0			75	69.8	70.1	71.6
50	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between San Vicente Blvd & To	h	37400	35	1	0			75	70.4	70.6	72.2
51	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Beverly Glen Blvd & Ho	h	41110	35	1	0			75	70.8	71.1	72.6
52	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Glendon Ave & Westw	h	39590	35	1	0			75	70.6	70.9	72.4
53	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Barrington Ave & Stone	h	33560	35	1	0			75	69.9	70.2	71.7
54	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Saltair Ave & Bundy Dr	h	30540	35	1	0			75	69.5	69.8	71.3
55													
56													
57													
58													
59													
60													

Number	Roadway	Segment Location	BARRIER			RECEIVER				Distance to CNEL Noise Contour (ft)			
			Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h	OK 70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
				ENGLISH	ENGLISH	ENGLISH							
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	0			75	68.1	68.4	69.9	61.4	191.2	522.8	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	0			75	68.0	68.3	69.8	60.9	189.5	518.9	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	0			75	69.2	69.4	71.0	78.7	242.0	636.4	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	0			75	68.5	68.8	70.3	66.4	210.4	568.2	>1,000
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	0			75	69.8	70.1	71.6	90.8	275.9	712.5	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	0			75	69.9	70.2	71.7	92.8	281.9	726.7	>1,000
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & Hi	0			75	70.5	70.7	72.3	105.4	316.2	800.9	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	0			75	69.3	69.6	71.1	82.1	251.2	656.1	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	0			75	69.6	69.9	71.4	87.0	264.5	687.8	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	0			75	69.2	69.5	71.0	79.2	243.4	639.4	>1,000
11													
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.6	68.9	70.4	68.1	214.6	576.9	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vie	0			75	68.6	68.9	70.4	67.3	212.7	572.9	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	0			75	69.6	69.9	71.4	87.9	267.3	694.1	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	0			75	69.1	69.4	72.4	77.2	237.9	627.7	>1,000
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorra	0			75	70.2	70.5	72.0	98.7	299.8	768.8	>1,000
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.5	70.8	72.3	106.9	319.8	809.3	>1,000
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & Hi	0			75	71.0	71.3	72.8	120.8	353.9	887.2	>1,000
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.9	71.2	72.7	116.4	343.2	863.0	>1,000
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	0			75	70.0	70.3	71.8	94.2	286.0	737.8	>1,000
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	86.0	261.8	681.8	>1,000
22													
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.5	68.8	70.3	65.9	209.1	565.5	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vie	0			75	68.5	68.7	70.3	65.4	207.7	562.5	>1,000
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	0			75	69.0	69.3	70.8	74.9	231.8	614.7	>1,000
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	0			75	68.2	68.5	70.0	62.7	195.9	535.3	>1,000
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorra	0			75	69.6	69.8	71.4	86.2	262.2	682.8	>1,000
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.2	70.5	72.0	98.0	297.7	765.2	>1,000
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & Hi	0			75	70.6	70.9	72.4	110.5	328.7	830.0	>1,000
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.5	70.7	72.3	105.4	316.2	800.9	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	0			75	69.7	69.9	71.5	88.0	267.6	694.6	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	0			75	69.2	69.5	71.0	80.1	245.7	644.4	>1,000
33													
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.8	69.1	70.6	71.8	223.9	596.9	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.8	69.0	70.6	70.9	221.6	591.6	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.9	70.2	71.7	92.3	280.2	722.0	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	69.2	69.5	71.0	79.7	244.6	642.1	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorra	0			75	70.3	70.6	72.1	101.7	307.0	781.3	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.7	70.9	72.5	110.7	329.0	830.8	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & Hi	0			75	71.2	71.5	73.0	125.2	365.2	911.4	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	71.1	71.4	72.9	121.9	356.4	892.8	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	70.1	70.3	71.9	95.7	290.6	750.5	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.6	69.9	71.4	87.7	266.7	692.6	>1,000
44													
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.7	69.0	70.5	70.0	219.5	587.2	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.7	69.0	70.5	69.5	218.3	584.6	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.3	69.6	71.1	80.6	247.2	647.5	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	68.4	68.7	70.2	65.1	206.2	559.5	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorra	0			75	69.8	70.1	71.6	90.3	274.4	709.4	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.4	70.6	72.2	102.7	309.6	785.8	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & Hi	0			75	70.8	71.1	72.6	113.7	336.5	848.0	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	70.6	70.9	72.4	109.4	325.8	823.5	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	69.9	70.2	71.7	92.5	281.0	724.2	>1,000
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	84.7	258.3	673.3	>1,000
55													
56							0.0	0.0	0.0				
57							0.0	0.0	0.0				

	vehicle mixes day-peak	day-offpaek	evening	night	% of day split day-peak
					45
auto	90.0	85.0	84.0	75.0	.405
MT	6.0	7.0	6.0	3.0	.027
HT	4.0	8.0	10.0	22.0	.018

VEHICLE MIX ASSUMPTIONS FROM RD 77-108 MODEL FORMATTED FOR

Mix 1. Arterial Roadways (From East Orange 2000)	Input			Input
	Day	Eve	Night	Day
Auto	75.5	12.6	9.3	.755
MT	1.6	0.1	0.2	.016
HT	0.6	0.0	0.1	.006
Auto %	97.2	99.1	97.2	.972
MT %	2.0	0.7	2.0	.020
HT %	0.8	0.2	0.8	.008
Daily Auto %	97.4			.974
Daily MT %	1.8			.018
Daily HT %	0.7			.007
Total	77.7	12.7	9.6	.777
Grand total	100.0	OK		1.000

Mix 2. Transportation Corridors (From East Orange 2000)	Input			Input
	Day	Eve	Night	Day
Auto	67.0	18.3	9.7	.670
MT	2.3	0.2	0.6	.023
HT	1.5	0.2	0.4	.015
Auto %	94.7	97.8	91.2	.947
MT %	3.2	1.0	5.3	.032
HT %	2.1	1.2	3.5	.021
Daily Auto %	95.0			.950
Daily MT %	3.0			.030
Daily HT %	2.1			.021
Total	70.8	18.7	10.6	.708
Grand total	100.1	Warning! Check		1.001

Mix 3. Highway (From J&S SR99)	Input			Input
	Day	Eve	Night	Day
Auto	64.6	10.3	12.9	.646
MT	5.0	0.3	0.6	.050
HT	4.4	0.4	1.5	.044
Auto %	87.3	93.8	85.9	.873
MT %	6.8	2.4	3.9	.068
HT %	5.9	3.8	10.2	.059
Daily Auto %	87.8			.878
Daily MT %	5.9			.059
Daily HT %	6.3			.063
Total	74.0	11.0	15.0	.740
Grand total	100.0	OK		1.000

Mix 4. Local (From Local/Lodi)	Input			Input
	Day	Eve	Night	Day
Auto	74.5	10.5	13.4	.745
MT	0.8	0.0	0.1	.008
HT	0.7	0.0	0.0	.007
Auto %	98.0	99.8	99.3	.980
MT %	1.1	0.1	0.7	.011
HT %	0.9	0.1	0.0	.009
Daily Auto %	98.4			.984
Daily MT %	0.9			.009
Daily HT %	0.7			.007
Total	76.0	10.5	13.5	.760
Grand total	100.0	OK		1.000

Variable	Input			Input
	Day	Eve	Night	Day
Auto	14.82	4.05	2.14	.148
MT	7.50	0.63	1.87	.075
HT	49.29	7.56	12.16	.493
Auto %	20.7	33.1	13.2	.207
MT %	10.5	5.2	11.6	.105
HT %	68.8	61.8	75.2	.688

Daily Auto %	21.0			.210
Daily MT %	10.0			.100
Daily HT %	69.0			.690
Total	71.6	12.2	16.2	.716
Grand total	100.0	OK		1.000

day-offpaek	evening	night	checksum
40	10	5	100
.340	.084	.038	
.028	.006	.002	
.032	.010	.011	1.000

PASTE INTO THIS MODEL h

Eve	Night
.126	.093
.001	.002
.000	.001
.991	.972
.007	.020
.002	.008
.127	.096
OK	

Eve	Night
.183	.097
.002	.006
.002	.004
.978	.912
.010	.053
.012	.035
.187	.106
Warning! Check	

Eve	Night
.103	.129
.003	.006
.004	.015
.938	.859
.024	.039
.038	.102
.110	.150
OK	

Eve	Night
.105	.134
.000	.001
.000	.000
.998	.993
.001	.007
.001	.000
.105	.135
OK	

Eve	Night
.040	.021
.006	.019
.076	.122
.331	.132
.052	.116
.618	.752

67.03	18.31	9.66	95	
2.25	0.19	0.56	3	
1.5	0.23	0.37	2.1	
0.705579	0.192737	0.101684	1	
0.75	0.063333	0.186667	1	
0.714286	0.109524	0.17619	1	

.122	.162
OK	

21%	0.148172	0.040475	0.021354	0.21
10%	0.075	0.006333	0.018667	0.1
69%	0.492857	0.075571	0.121571	0.69
100%				1.00

21%	14.81716	4.047474	2.135368	21
10%	7.5	0.633333	1.866667	10
69%	49.28571	7.557143	12.15714	69
100%				100

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

*** NOTE: TNM lookup calculations require these units, regardless of input.**

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

=10*LOG(((INPUTIM4*(10^(S17/10)))+(INPUTIM5*(10^(W17/10))))+(3*(10^(AA17/10)))+(9*(10^((AE17OK

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	Height (2 to 9 m)	Distance (10 or 30 m)	Receiver Distance (feet)	dB Ldn
					METRIC*			METRIC*	METRIC*	ENGLISH*	
1	Wilshire Blvd - Existing	Between Westlake Ave & Alva	h	22150	56	1	0			75	68.1
2	Wilshire Blvd -Existing	Between Alvarado St & Park V	h	21920	56	1	0			75	68.0
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont	h	28380	56	1	0			75	69.2
4	Wilshire Blvd -Existing	Between Oxford Ave & Wester	h	24460	56	1	0			75	68.5
5	#REF!	Between Crenshaw Blvd & Lor	h	32860	56	1	0			75	69.8
6	Wilshire Blvd - Existing	Between San Vicente Blvd & T	h	33680	56	1	0			75	69.9
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd &	h	38280	56	1	0			75	70.5
8	Wilshire Blvd -Existing	Between Glendon Ave & West	h	29580	56	1	0			75	69.3
9	Wilshire Blvd -Existing	Between Barrington Ave & Sta	h	31370	56	1	0			75	69.6
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy	h	28560	56	1	0			75	69.2
11											
12	Wilshire Blvd - Opening Year (	Between Westlake Ave & Alva	h	24960	56	1	0			75	68.6
13	Wilshire Blvd -Opening Year (	Between Alvarado St & Park V	h	24730	56	1	0			75	68.6
14	Wilshire Blvd - Opening Year (	Between Shatto Pl & Vermont	h	31740	56	1	0			75	69.6
15	Wilshire Blvd - Opening Year (	Between Oxford Ave & Wester	h	27860	56	1	0			75	69.1
16	Wilshire Blvd -Opening Year (	Between Crenshaw Blvd & Lor	h	36130	56	1	0			75	70.2
17	Wilshire Blvd -Opening Year (	Between San Vicente Blvd & T	h	38760	56	1	0			75	70.5
18	Wilshire Blvd -Opening Year (	Between Beverly Glen Blvd &	h	43700	56	1	0			75	71.0
19	Wilshire Blvd -Opening Year (	Between Glendon Ave & West	h	42080	56	1	0			75	70.9
20	Wilshire Blvd -Opening Year (	Between Barrington Ave & Sta	h	34240	56	1	0			75	70.0
21	Wilshire Blvd -Opening Year (	Between Saltair Ave & Bundy	h	31020	56	1	0			75	69.5
22											
23	Wilshire Blvd - Opening Year (	Between Westlake Ave & Alva	h	24310	56	1	0			75	68.5
24	Wilshire Blvd - Opening Year (	Between Alvarado St & Park V	h	24140	56	1	0			75	68.5
25	Wilshire Blvd -Opening Year (	Between Shatto Pl & Vermont	h	27110	56	1	0			75	69.0
26	Wilshire Blvd -Opening Year (	Between Oxford Ave & Wester	h	22770	56	1	0			75	68.2
27	Wilshire Blvd -Opening Year (	Between Crenshaw Blvd & Lor	h	31080	56	1	0			75	69.6
28	Wilshire Blvd -Opening Year (	Between San Vicente Blvd & T	h	35870	56	1	0			75	70.2
29	Wilshire Blvd -Opening Year (	Between Beverly Glen Blvd &	h	39990	56	1	0			75	70.6
30	Wilshire Blvd -Opening Year (	Between Glendon Ave & West	h	38280	56	1	0			75	70.5
31	Wilshire Blvd - Opening Year (	Between Barrington Ave & Sta	h	31770	56	1	0			75	69.7
32	Wilshire Blvd - Opening Year (	Between Saltair Ave & Bundy	h	28860	56	1	0			75	69.2
33											
34	Wilshire Blvd - Horizon Year (	Between Westlake Ave & Alva	h	26110	56	1	0			75	68.8
35	Wilshire Blvd - Horizon Year (	Between Alvarado St & Park V	h	25820	56	1	0			75	68.8
36	Wilshire Blvd - Horizon Year (	Between Shatto Pl & Vermont	h	33450	56	1	0			75	69.9
37	Wilshire Blvd - Horizon Year (	Between Oxford Ave & Wester	h	28720	56	1	0			75	69.2
38	Wilshire Blvd - Horizon Year (	Between Crenshaw Blvd & Lor	h	37060	56	1	0			75	70.3
39	Wilshire Blvd - Horizon Year (	Between San Vicente Blvd & T	h	40040	56	1	0			75	70.7
40	Wilshire Blvd - Horizon Year (	Between Beverly Glen Blvd &	h	45380	56	1	0			75	71.2
41	Wilshire Blvd - Horizon Year (	Between Glendon Ave & West	h	44080	56	1	0			75	71.1
42	Wilshire Blvd - Horizon Year (	Between Barrington Ave & Sta	h	34890	56	1	0			75	70.1
43	Wilshire Blvd - Horizon Year (	Between Saltair Ave & Bundy	h	31650	56	1	0			75	69.6
44											
45	Wilshire Blvd - Horizon Year (	Between Westlake Ave & Alva	h	25560	56	1	0			75	68.7
46	Wilshire Blvd - Horizon Year (	Between Alvarado St & Park V	h	25410	56	1	0			75	68.7
47	Wilshire Blvd - Horizon Year (	Between Shatto Pl & Vermont	h	29050	56	1	0			75	69.3
48	Wilshire Blvd - Horizon Year (	Between Oxford Ave & Wester	h	23970	56	1	0			75	68.4
49	Wilshire Blvd - Horizon Year (	Between Crenshaw Blvd & Lor	h	32670	56	1	0			75	69.8
50	Wilshire Blvd - Horizon Year (	Between San Vicente Blvd & T	h	37400	56	1	0			75	70.4
51	Wilshire Blvd - Horizon Year (	Between Beverly Glen Blvd &	h	41110	56	1	0			75	70.8
52	Wilshire Blvd - Horizon Year (	Between Glendon Ave & West	h	39590	56	1	0			75	70.6
53	Wilshire Blvd - Horizon Year (	Between Barrington Ave & Sta	h	33560	56	1	0			75	69.9
54	Wilshire Blvd - Horizon Year (	Between Saltair Ave & Bundy	h	30540	56	1	0			75	69.5
55											
56											
57											
58											
59											
60											

Level contributions by receiver location

Number	Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total				
1	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	348	.016	.036	.392
2	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	348	.016	.036	.392
3	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	348	.016	.036	.392
4	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	348	.016	.036	.392
5	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	348	.016	.036	.392
6	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	348	.016	.036	.392
7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	348	.016	.036	.392
8	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	348	.016	.036	.392
9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	348	.016	.036	.392
10	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	348	.016	.036	.392
11																				
12	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	348	.016	.036	.392
13	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	348	.016	.036	.392
14	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	348	.016	.036	.392
15	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	348	.016	.036	.392
16	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	348	.016	.036	.392
17	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	348	.016	.036	.392
18	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	348	.016	.036	.392
19	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	348	.016	.036	.392
20	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	348	.016	.036	.392
21	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	348	.016	.036	.392
22																				
23	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	348	.016	.036	.392
24	65.3	60.9	67.8	70.3	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.4	58.3	60.7	348	.016	.036	.392
25	65.8	61.4	68.3	70.8	58.0	53.6	60.5	63.0	58.0	53.6	60.5	63.0	56.2	51.9	58.8	61.2	348	.016	.036	.392
26	65.0	60.6	67.5	70.0	57.2	52.9	59.8	62.2	57.2	52.9	59.8	62.2	55.5	51.1	58.0	60.5	348	.016	.036	.392
27	66.4	62.0	68.9	71.4	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	348	.016	.036	.392
28	67.0	62.6	69.5	72.0	59.2	54.8	61.7	64.2	59.2	54.8	61.7	64.2	57.4	53.1	60.0	62.4	348	.016	.036	.392
29	67.5	63.1	70.0	72.4	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	348	.016	.036	.392
30	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	348	.016	.036	.392
31	66.5	62.1	69.0	71.5	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	348	.016	.036	.392
32	66.0	61.7	68.6	71.0	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.1	59.0	61.5	348	.016	.036	.392
33																				
34	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	348	.016	.036	.392
35	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	348	.016	.036	.392
36	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	348	.016	.036	.392
37	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	348	.016	.036	.392
38	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	348	.016	.036	.392
39	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	348	.016	.036	.392
40	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	348	.016	.036	.392
41	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	348	.016	.036	.392
42	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	348	.016	.036	.392
43	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	348	.016	.036	.392
44																				
45	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0	348	.016	.036	.392
46	65.5	61.1	68.0	70.5	57.7	53.3	60.3	62.7	57.7	53.3	60.3	62.7	55.9	51.6	58.5	61.0	348	.016	.036	.392
47	66.1	61.7	68.6	71.1	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	348	.016	.036	.392
48	65.2	60.9	67.8	70.2	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.3	58.2	60.7	348	.016	.036	.392
49	66.6	62.2	69.1	71.6	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	348	.016	.036	.392
50	67.2	62.8	69.7	72.2	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.3	60.2	62.6	348	.016	.036	.392
51	67.6	63.2	70.1	72.6	59.8	55.4	62.3	64.8	59.8	55.4	62.3	64.8	58.0	53.7	60.6	63.0	348	.016	.036	.392
52	67.4	63.0	69.9	72.4	59.6	55.3	62.2	64.6	59.6	55.3	62.2	64.6	57.9	53.5	60.4	62.9	348	.016	.036	.392
53	66.7	62.3	69.2	71.7	58.9	54.5	61.5	63.9	58.9	54.5	61.5	63.9	57.2	52.8	59.7	62.2	348	.016	.036	.392
54	66.3	61.9	68.8	71.3	58.5	54.1	61.0	63.5	58.5	54.1	61.0	63.5	56.7	52.4	59.3	61.7	348	.016	.036	.392
55																				
56																				
57																				
58																				
59																				
60																				

MIX								VOLUMES											
y - offpeak		Evening			Night			Day - peak			Day - offpeak			Evening			Night		
MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT
.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22
.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22
.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28
.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24
.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33
.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34
.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38
.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30
.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31
.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29
								0	0	0	0	0	0	0	0	0	0	0	0
.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25
.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25
.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32
.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28
.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36
.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39
.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44
.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42
.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34
.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31
								0	0	0	0	0	0	0	0	0	0	0	0
.018	.041	.044	.002	.005	.087	.004	.009	2115	97	219	1190	55	123	352	16	36	235	11	24
.018	.041	.044	.002	.005	.087	.004	.009	2100	97	217	1181	54	122	350	16	36	233	11	24
.018	.041	.044	.002	.005	.087	.004	.009	2359	108	244	1327	61	137	393	18	41	262	12	27
.018	.041	.044	.002	.005	.087	.004	.009	1981	91	205	1114	51	115	330	15	34	220	10	23
.018	.041	.044	.002	.005	.087	.004	.009	2704	124	280	1521	70	157	451	21	47	300	14	31
.018	.041	.044	.002	.005	.087	.004	.009	3121	143	323	1755	81	182	520	24	54	347	16	36
.018	.041	.044	.002	.005	.087	.004	.009	3479	160	360	1957	90	202	580	27	60	387	18	40
.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38
.018	.041	.044	.002	.005	.087	.004	.009	2764	127	286	1555	71	161	461	21	48	307	14	32
.018	.041	.044	.002	.005	.087	.004	.009	2511	115	260	1412	65	146	418	19	43	279	13	29
								0	0	0	0	0	0	0	0	0	0	0	0
.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26
.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26
.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33
.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29
.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37
.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40
.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45
.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44
.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35
.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32
								0	0	0	0	0	0	0	0	0	0	0	0
.018	.041	.044	.002	.005	.087	.004	.009	2224	102	230	1251	58	129	371	17	38	247	11	26
.018	.041	.044	.002	.005	.087	.004	.009	2211	102	229	1244	57	129	368	17	38	246	11	25
.018	.041	.044	.002	.005	.087	.004	.009	2527	116	261	1422	65	147	421	19	44	281	13	29
.018	.041	.044	.002	.005	.087	.004	.009	2085	96	216	1173	54	121	348	16	36	232	11	24
.018	.041	.044	.002	.005	.087	.004	.009	2842	131	294	1599	74	165	474	22	49	316	15	33
.018	.041	.044	.002	.005	.087	.004	.009	3254	150	337	1830	84	189	542	25	56	362	17	37
.018	.041	.044	.002	.005	.087	.004	.009	3577	164	370	2012	92	208	596	27	62	397	18	41
.018	.041	.044	.002	.005	.087	.004	.009	3444	158	356	1937	89	200	574	26	59	383	18	40
.018	.041	.044	.002	.005	.087	.004	.009	2920	134	302	1642	76	170	487	22	50	324	15	34
.018	.041	.044	.002	.005	.087	.004	.009	2657	122	275	1495	69	155	443	20	46	295	14	31
								0	0	0	0	0	0	0	0	0	0	0	0
								0	0	0	0	0	0	0	0	0	0	0	0
								0	0	0	0	0	0	0	0	0	0	0	0
								0	0	0	0	0	0	0	0	0	0	0	0
								0	0	0	0	0	0	0	0	0	0	0	0
								0	0	0	0	0	0	0	0	0	0	0	0

Distance to Ldn Noise Contour (ft) OK				Distance to Ldn Noise Contour (m) OK			
70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn	70 dB Ldn	65 dB Ldn	60 dB Ldn	55 dB Ldn
58.8	181.9	502.0	>1,000	17.9	55.4	153.0	>300
58.3	180.2	498.0	>1,000	17.8	54.9	151.8	>300
74.1	229.6	610.1	>1,000	22.6	70.0	186.0	>300
63.4	199.0	542.9	>1,000	19.3	60.6	165.5	>300
86.2	262.3	682.9	>1,000	26.3	79.9	208.2	>300
88.2	268.3	696.2	>1,000	26.9	81.8	212.2	>300
99.0	300.5	769.9	>1,000	30.2	91.6	234.7	>300
77.5	238.9	629.8	>1,000	23.6	72.8	192.0	>300
82.4	251.9	657.8	>1,000	25.1	76.8	200.5	>300
74.6	231.0	613.1	>1,000	22.7	70.4	186.9	>300
64.4	203.1	552.5	>1,000	19.6	61.9	168.4	>300
64.0	201.2	548.1	>1,000	19.5	61.3	167.1	>300
83.3	254.5	664.2	>1,000	25.4	77.6	202.4	>300
72.6	225.8	601.4	>1,000	22.1	68.8	183.3	>300
94.0	285.6	736.6	>1,000	28.7	87.0	224.5	>300
100.4	304.0	776.1	>1,000	30.6	92.7	236.5	>300
114.4	338.2	851.7	>1,000	34.9	103.1	259.6	>300
110.0	327.4	827.1	>1,000	33.5	99.8	252.1	>300
89.6	272.4	704.9	>1,000	27.3	83.0	214.9	>300
81.4	249.4	652.3	>1,000	24.8	76.0	198.8	>300
63.2	197.7	540.0	>1,000	19.3	60.3	164.6	>300
62.8	196.4	536.7	>1,000	19.1	59.9	163.6	>300
70.3	220.2	588.6	>1,000	21.4	67.1	179.4	>300
60.1	186.6	512.3	>1,000	18.3	56.9	156.2	>300
81.6	249.9	653.2	>1,000	24.9	76.2	199.1	>300
93.5	283.8	731.8	>1,000	28.5	86.5	223.0	>300
104.1	312.9	792.9	>1,000	31.7	95.4	241.7	>300
99.0	300.5	769.9	>1,000	30.2	91.6	234.7	>300
83.4	254.8	664.7	>1,000	25.4	77.7	202.6	>300
75.5	233.4	618.1	>1,000	23.0	71.1	188.4	>300
67.2	212.4	572.4	>1,000	20.5	64.8	174.5	>300
66.3	210.1	567.6	>1,000	20.2	64.0	173.0	>300
87.7	266.6	692.5	>1,000	26.7	81.3	211.1	>300
75.1	232.3	615.8	>1,000	22.9	70.8	187.7	>300
96.2	291.8	753.8	>1,000	29.3	88.9	229.8	>300
104.2	313.3	793.8	>1,000	31.8	95.5	241.9	>300
118.8	348.9	875.9	>1,000	36.2	106.3	267.0	>300
115.4	340.6	857.3	>1,000	35.2	103.8	261.3	>300
91.2	277.0	714.9	>1,000	27.8	84.4	217.9	>300
83.1	253.9	662.7	>1,000	25.3	77.4	202.0	>300
65.5	208.0	563.2	>1,000	20.0	63.4	171.7	>300
65.2	206.8	560.7	>1,000	19.9	63.0	170.9	>300
76.0	234.8	621.2	>1,000	23.2	71.6	189.3	>300
62.5	195.2	533.3	>1,000	19.0	59.5	162.6	>300
85.7	261.0	679.8	>1,000	26.1	79.5	207.2	>300
96.9	294.0	758.5	>1,000	29.5	89.6	231.2	>300
107.3	320.8	811.6	>1,000	32.7	97.8	247.4	>300
102.9	310.0	786.5	>1,000	31.4	94.5	239.7	>300
88.0	267.4	694.3	>1,000	26.8	81.5	211.6	>300
80.2	246.0	644.9	>1,000	24.4	75.0	196.6	>300

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

*** NOTE: TNM lookup calculations require these units, regardless of input.**

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

=10*LOG(((INPUTIM4*(10^(S17/10)))+(INPUTIM5*(10^(W17/10))))+(3*(10^((AA17+5)/10)))+(9*(10^((AOK

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	Height (2 to 9 m)	Distance (10 or 30 m)	Receiver Distance (feet)	dB CNEL	Level contributions by receiver location — Day - peak A	MT	HT	Total	Day - offpeak A	MT	HT	Total	Evening A	MT	HT	Total	Night A	MT	HT	Total	Day - peak A	MT	HT	Day A
					METRIC*			METRIC*	METRIC*	ENGLISH*																						
1	Wilshire Blvd - Existing	Between Westlake Ave & Alva	h	22150	56	1	0			75	68.4	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4	.348	.016	.036	.392
2	Wilshire Blvd -Existing	Between Alvarado St & Park V	h	21920	56	1	0			75	68.3	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3	.348	.016	.036	.392
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont	h	28380	56	1	0			75	69.4	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4	.348	.016	.036	.392
4	Wilshire Blvd -Existing	Between Oxford Ave & Wester	h	24460	56	1	0			75	68.8	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036	.392
5	#REF!	Between Crenshaw Blvd & Lor	h	32860	56	1	0			75	70.1	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1	.348	.016	.036	.392
6	Wilshire Blvd - Existing	Between San Vicente Blvd & T	h	33680	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036	.392
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd &	h	38280	56	1	0			75	70.7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036	.392
8	Wilshire Blvd -Existing	Between Glendon Ave & West	h	29580	56	1	0			75	69.6	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6	.348	.016	.036	.392
9	Wilshire Blvd -Existing	Between Barrington Ave & Sto	h	31370	56	1	0			75	69.9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9	.348	.016	.036	.392
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy	h	28560	56	1	0			75	69.5	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036	.392
11																															
12	Wilshire Blvd - Opening Year (	Between Westlake Ave & Alva	h	24960	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9	.348	.016	.036	.392
13	Wilshire Blvd -Opening Year (	Between Alvarado St & Park V	h	24730	56	1	0			75	68.9	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8	.348	.016	.036	.392
14	Wilshire Blvd - Opening Year (	Between Shatto Pl & Vermont	h	31740	56	1	0			75	69.9	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036	.392
15	Wilshire Blvd - Opening Year (	Between Oxford Ave & Wester	h	27860	56	1	0			75	69.4	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3	.348	.016	.036	.392
16	Wilshire Blvd -Opening Year (	Between Crenshaw Blvd & Lor	h	36130	56	1	0			75	70.5	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5	.348	.016	.036	.392
17	Wilshire Blvd -Opening Year (	Between San Vicente Blvd & T	h	38760	56	1	0			75	70.8	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8	.348	.016	.036	.392
18	Wilshire Blvd -Opening Year (	Between Beverly Glen Blvd &	h	43700	56	1	0			75	71.3	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3	.348	.016	.036	.392
19	Wilshire Blvd -Opening Year (	Between Glendon Ave & West	h	42080	56	1	0			75	71.2	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1	.348	.016	.036	.392
20	Wilshire Blvd -Opening Year (	Between Barrington Ave & Sto	h	34240	56	1	0			75	70.3	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2	.348	.016	.036	.392
21	Wilshire Blvd -Opening Year (	Between Saltair Ave & Bundy	h	31020	56	1	0			75	69.8	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036	.392
22																															
23	Wilshire Blvd - Opening Year (	Between Westlake Ave & Alva	h	24310	56	1	0			75	68.8	65.3	60.9	67.8	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8	.348	.016	.036	.392
24	Wilshire Blvd - Opening Year (	Between Alvarado St & Park V	h	24140	56	1	0			75	68.7	65.3	60.9	67.8	70.3	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.4	58.3	60.7	.348	.016	.036	.392
25	Wilshire Blvd -Opening Year (	Between Shatto Pl & Vermont	h	27110	56	1	0			75	69.3	65.8	61.4	68.3	70.8	58.0	53.6	60.5	63.0	58.0	53.6	60.5	63.0	56.2	51.9	58.8	61.2	.348	.016	.036	.392
26	Wilshire Blvd -Opening Year (	Between Oxford Ave & Wester	h	22770	56	1	0			75	68.5	65.0	60.6	67.5	70.0	57.2	52.9	59.8	62.2	57.2	52.9	59.8	62.2	55.5	51.1	58.0	60.5	.348	.016	.036	.392
27	Wilshire Blvd -Opening Year (	Between Crenshaw Blvd & Lor	h	31080	56	1	0			75	69.8	66.4	62.0	68.9	71.4	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8	.348	.016	.036	.392
28	Wilshire Blvd -Opening Year (	Between San Vicente Blvd & T	h	35870	56	1	0			75	70.5	67.0	62.6	69.5	72.0	59.2	54.8	61.7	64.2	59.2	54.8	61.7	64.2	57.4	53.1	60.0	62.4	.348	.016	.036	.392
29	Wilshire Blvd -Opening Year (	Between Beverly Glen Blvd &	h	39990	56	1	0			75	70.9	67.5	63.1	70.0	72.4	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036	.392
30	Wilshire Blvd -Opening Year (	Between Glendon Ave & West	h	38280	56	1	0			75	70.7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7	.348	.016	.036	.392
31	Wilshire Blvd - Opening Year (	Between Barrington Ave & Sto	h	31770	56	1	0			75	69.9	66.5	62.1	69.0	71.5	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9	.348	.016	.036	.392
32	Wilshire Blvd - Opening Year (	Between Saltair Ave & Bundy	h	28860	56	1	0			75	69.5	66.0	61.7	68.6	71.0	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.1	59.0	61.5	.348	.016	.036	.392
33																															
34	Wilshire Blvd - Horizon Year (	Between Westlake Ave & Alva	h	26110	56	1	0			75	69.1	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1	.348	.016	.036	.392
35	Wilshire Blvd - Horizon Year (	Between Alvarado St & Park V	h	25820	56	1	0			75	69.0	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0	.348	.016	.036	.392
36	Wilshire Blvd - Horizon Year (	Between Shatto Pl & Vermont	h	33450	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1	.348	.016	.036	.392
37	Wilshire Blvd - Horizon Year (	Between Oxford Ave & Wester	h	28720	56	1	0			75	69.5	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5	.348	.016	.036	.392
38	Wilshire Blvd - Horizon Year (	Between Crenshaw Blvd & Lor	h	37060	56	1	0			75	70.6	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6	.348	.016	.036	.392
39	Wilshire Blvd - Horizon Year (	Between San Vicente Blvd & T	h	40040	56	1	0			75	70.9	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9	.348	.016	.036	.392
40	Wilshire Blvd - Horizon Year (	Between Beverly Glen Blvd &	h	45380	56	1	0			75	71.5	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5	.348	.016	.036	.392
41	Wilshire Blvd - Horizon Year (	Between Glendon Ave & West	h	44080	56	1	0			75	71.4	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3	.348	.016	.036	.392
42	Wilshire Blvd - Horizon Year (	Between Barrington Ave & Sto	h	34890	56	1	0			75	70.3	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3	.348	.016	.036	.392
43	Wilshire Blvd - Horizon Year (	Between Saltair Ave & Bundy	h	31650	56	1	0			75	69.9	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9	.348	.016	.036	.392
44																															
45	Wilshire Blvd - Horizon Year (	Between Westlake Ave & Alva	h	25560	56	1	0			75	69.0	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0	.348	.016	.036	.392
46	Wilshire Blvd - Horizon Year (	Between Alvarado St & Park V	h	25410	56	1	0			75	69.0	65.5	61.1	68.0	70.5	57.7	53.3	60.3	62.7	57.7	53.3	60.3	62.7	55.9	51.6	58.5	61.0	.348	.016	.036	.392
47	Wilshire Blvd - Horizon Year (	Between Shatto Pl & Vermont	h	29050	56	1	0			75	69.6	66.1	61.7	68.6	71.1	58.3	53.9	60.8	63.3	58.3	53.9	60.8	63.3	56.5	52.2	59.1	61.5	.348	.016	.036	.392
48	Wilshire Blvd - Horizon Year (	Between Oxford Ave & Wester	h	23970	56	1	0			75	68.7	65.2	60.9	67.8	70.2	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.3	58.2	60.7	.348	.016	.036	.392
49	Wilshire Blvd - Horizon Year (	Between Crenshaw Blvd & Lor	h	32670	56	1	0			75	70.1	66.6	62.2	69.1	71.6	58.8	54.4	61.3	63.8	58.8	54.4	61.3	63.8	57.0	52.7	59.6	62.0	.348	.016	.036	.392
50	Wilshire Blvd - Horizon Year (	Between San Vicente Blvd & T	h	37400	56	1	0			75	70.6	67.2	62.8	69.7	72.2	59.4	55.0	61.9	64.4	59.4	55.0	61.9	64.4	57.6	53.3	60.2	62.6	.348	.016	.036	.392
51	Wilshire Blvd - Horizon Year (	Between Beverly Glen Blvd &	h	41110	56	1	0			75	71.1	67.6	63.2	70.1	72.6	59.8	55.4	62.3	64.8	59.8	55.4	62.3	64.8	58.0	53.7	60.6	63.0	.348	.016	.036	.392
52	Wilshire Blvd - Horizon Year (	Between Glendon Ave & West	h	39590	56	1	0			75	70.9	67.4	63.0	69.9	72.4	59.6	55.3	62.2	64.6	59.6	55.3	62.2	64.6	57.9	53.5	60.4	62.9	.348	.016	.036	.392
53	Wilshire Blvd - Horizon Year (	Between Barrington Ave & Sto	h	33560	56	1	0			75	70.2	66.7	62.3	69.2	71.7	58.9	54.5	61.5	63.9	58.9	54.5	61.5	63.9	57.2	52.8	59.7	62.2	.348	.016	.036	.392
54	Wilshire Blvd - Horizon Year (	Between Saltair Ave & Bundy	h	30540	56	1	0			75	69.8	66.3	61.9	68.8	71.3	58.5	54.1	61.0	63.5	58.5	54.1	61.0	63.5	56.7	52.4	59.3	61.7	.348	.016	.036	.392
55																															
56																															
57																															
58																															
59																															
60																															

MIX								VOLUMES												Distance to CNEL Noise Contour (ft) OK				Distance to CNEL Noise Contour (m) OK			
y - offpeak		Evening			Night			Day - peak			Day - offpeak			Evening			Night										
MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL	70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
.018	.041	.044	.002	.005	.087	.004	.009	1927	89	199	1084	50	112	321	15	33	214	10	22	61.4	191.2	522.8	>1,000	18.7	58.3	159.3	>300
.018	.041	.044	.002	.005	.087	.004	.009	1907	88	197	1073	49	111	318	15	33	212	10	22	60.9	189.5	518.9	>1,000	18.6	57.8	158.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	2469	114	255	1389	64	144	412	19	43	274	13	28	78.7	242.0	636.4	>1,000	24.0	73.8	194.0	>300
.018	.041	.044	.002	.005	.087	.004	.009	2128	98	220	1197	55	124	355	16	37	236	11	24	66.4	210.4	568.2	>1,000	20.2	64.1	173.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	2859	131	296	1608	74	166	476	22	49	318	15	33	90.8	275.9	712.5	>1,000	27.7	84.1	217.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	2930	135	303	1648	76	171	488	22	51	326	15	34	92.8	281.9	726.7	>1,000	28.3	85.9	221.5	>300
.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	105.4	316.2	800.9	>1,000	32.1	96.4	244.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	2573	118	266	1448	67	150	429	20	44	286	13	30	82.1	251.2	656.1	>1,000	25.0	76.6	200.0	>300
.018	.041	.044	.002	.005	.087	.004	.009	2729	125	282	1535	71	159	455	21	47	303	14	31	87.0	264.5	687.8	>1,000	26.5	80.6	209.7	>300
.018	.041	.044	.002	.005	.087	.004	.009	2485	114	257	1398	64	145	414	19	43	276	13	29	79.2	243.4	639.4	>1,000	24.1	74.2	194.9	>300
								0	0	0	0	0	0	0	0	0	0	0	0								
.018	.041	.044	.002	.005	.087	.004	.009	2172	100	225	1221	56	126	362	17	37	241	11	25	68.1	214.6	576.9	>1,000	20.7	65.4	175.8	>300
.018	.041	.044	.002	.005	.087	.004	.009	2152	99	223	1210	56	125	359	16	37	239	11	25	67.3	212.7	572.9	>1,000	20.5	64.8	174.6	>300
.018	.041	.044	.002	.005	.087	.004	.009	2761	127	286	1553	71	161	460	21	48	307	14	32	87.9	267.3	694.1	>1,000	26.8	81.5	211.6	>300
.018	.041	.044	.002	.005	.087	.004	.009	2424	111	251	1363	63	141	404	19	42	269	12	28	77.2	237.9	627.7	>1,000	23.5	72.5	191.3	>300
.018	.041	.044	.002	.005	.087	.004	.009	3143	145	325	1768	81	183	524	24	54	349	16	36	98.7	299.8	768.8	>1,000	30.1	91.4	234.3	>300
.018	.041	.044	.002	.005	.087	.004	.009	3372	155	349	1897	87	196	562	26	58	375	17	39	106.9	319.8	809.3	>1,000	32.6	97.5	246.7	>300
.018	.041	.044	.002	.005	.087	.004	.009	3802	175	393	2139	98	221	634	29	66	422	19	44	120.8	353.9	887.2	>1,000	36.8	107.9	270.4	>300
.018	.041	.044	.002	.005	.087	.004	.009	3661	168	379	2059	95	213	610	28	63	407	19	42	116.4	343.2	863.0	>1,000	35.5	104.6	263.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	2979	137	308	1676	77	173	496	23	51	331	15	34	94.2	286.0	737.8	>1,000	28.7	87.2	224.9	>300
.018	.041	.044	.002	.005	.087	.004	.009	2699	124	279	1518	70	157	450	21	47	300	14	31	86.0	261.8	681.8	>1,000	26.2	79.8	207.8	>300
								0	0	0	0	0	0	0	0	0	0	0	0								
.018	.041	.044	.002	.005	.087	.004	.009	2115	97	219	1190	55	123	352	16	36	235	11	24	65.9	209.1	565.5	>1,000	20.1	63.7	172.4	>300
.018	.041	.044	.002	.005	.087	.004	.009	2100	97	217	1181	54	122	350	16	36	233	11	24	65.4	207.7	562.5	>1,000	19.9	63.3	171.5	>300
.018	.041	.044	.002	.005	.087	.004	.009	2359	108	244	1327	61	137	393	18	41	262	12	27	74.9	231.8	614.7	>1,000	22.8	70.7	187.4	>300
.018	.041	.044	.002	.005	.087	.004	.009	1981	91	205	1114	51	115	330	15	34	220	10	23	62.7	195.9	535.3	>1,000	19.1	59.7	163.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	2704	124	280	1521	70	157	451	21	47	300	14	31	86.2	262.2	682.8	>1,000	26.3	79.9	208.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	3121	143	323	1755	81	182	520	24	54	347	16	36	98.0	297.7	765.2	>1,000	29.9	90.8	233.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	3479	160	360	1957	90	202	580	27	60	387	18	40	110.5	328.7	830.0	>1,000	33.7	100.2	253.0	>300
.018	.041	.044	.002	.005	.087	.004	.009	3330	153	345	1873	86	194	555	26	57	370	17	38	105.4	316.2	800.9	>1,000	32.1	96.4	244.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	2764	127	286	1555	71	161	461	21	48	307	14	32	88.0	267.6	694.6	>1,000	26.8	81.6	211.7	>300
.018	.041	.044	.002	.005	.087	.004	.009	2511	115	260	1412	65	146	418	19	43	279	13	29	80.1	245.7	644.4	>1,000	24.4	74.9	196.4	>300
								0	0	0	0	0	0	0	0	0	0	0	0								
.018	.041	.044	.002	.005	.087	.004	.009	2272	104	235	1278	59	132	379	17	39	252	12	26	71.8	223.9	596.9	>1,000	21.9	68.2	181.9	>300
.018	.041	.044	.002	.005	.087	.004	.009	2246	103	232	1264	58	131	374	17	39	250	11	26	70.9	221.6	591.6	>1,000	21.6	67.5	180.3	>300
.018	.041	.044	.002	.005	.087	.004	.009	2910	134	301	1637	75	169	485	22	50	323	15	33	92.3	280.2	722.0	>1,000	28.1	85.4	220.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	2499	115	258	1405	65	145	416	19	43	278	13	29	79.7	244.6	642.1	>1,000	24.3	74.6	195.7	>300
.018	.041	.044	.002	.005	.087	.004	.009	3224	148	334	1814	83	188	537	25	56	358	16	37	101.7	307.0	781.3	>1,000	31.0	93.6	238.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	3483	160	360	1959	90	203	581	27	60	387	18	40	110.7	329.0	830.8	>1,000	33.7	100.3	253.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	3948	182	408	2221	102	230	658	30	68	439	20	45	125.2	365.2	911.4	>1,000	38.2	111.3	277.8	>300
.018	.041	.044	.002	.005	.087	.004	.009	3835	176	397	2157	99	223	639	29	66	426	20	44	121.9	356.4	892.8	>1,000	37.1	108.6	272.1	>300
.018	.041	.044	.002	.005	.087	.004	.009	3035	140	314	1707	79	177	506	23	52	337	16	35	95.7	290.6	750.5	>1,000	29.2	88.6	228.7	>300
.018	.041	.044	.002	.005	.087	.004	.009	2754	127	285	1549	71	160	459	21	47	306	14	32	87.7	266.7	692.6	>1,000	26.7	81.3	211.1	>300
								0	0	0	0	0	0	0	0	0	0	0	0								
.018	.041	.044	.002	.005	.087	.004	.009	2224	102	230	1251	58	129	371	17	38	247	11	26	70.0	219.5	587.2	>1,000	21.3	66.9	179.0	>300
.018	.041	.044	.002	.005	.087	.004	.009	2211	102	229	1244	57	129	368	17	38	246	11	25	69.5	218.3	584.6	>1,000	21.2	66.5	178.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	2527	116	261	1422	65	147	421	19	44	281	13	29	80.6	247.2	647.5	>1,000	24.6	75.3	197.4	>300
.018	.041	.044	.002	.005	.087	.004	.009	2085	96	216	1173	54	121	348	16	36	232	11	24	65.1	206.2	559.5	>1,000	19.8	62.9	170.5	>300
.018	.041	.044	.002	.005	.087	.004	.009	2842	131	294	1599	74	165	474	22	49	316	15	33	90.3	274.4	709.4	>1,000	27.5	83.7	216.2	>300
.018	.041	.044	.002	.005	.087	.004	.009	3254	150	337	1830	84	189	542	25	56	362	17	37	102.7	309.6	785.8	>1,000	31.3	94.4	239.5	>300
.018	.041	.044	.002	.005	.087	.004	.009	3577	164	370	2012	92	208	596	27	62	397	18	41	113.7	336.5	848.0	>1,000	34.7	102.6	258.5	>300
.018	.041	.044	.002	.005	.087	.004	.009	3444	158	356	1937	89	200	574	26	59	383	18	40	109.4	325.8	823.5	>1,000	33.3	99.3	251.0	>300
.018	.041	.044	.002	.005	.087	.004	.009	2920	134	302	1642	76	170	487	22	50	324	15	34	92.5	281.0	724.2	>1,000	28.2	85.7	220.8	>300
.018	.041	.044	.002	.005	.087	.004	.009	2657	122	275	1495	69	155	443	20	46	295	14	31	84.7	258.3	673.3	>1,000	25.8	78.7	205.2	>300
								0	0	0	0	0	0	0	0	0	0	0	0								
								0	0	0	0	0	0	0	0	0	0	0	0								
								0	0	0	0	0	0	0	0	0	0	0	0								
								0	0	0	0	0	0	0	0	0	0	0	0								
								0	0	0	0	0	0	0	0	0	0	0	0								
								0	0	0	0	0	0	0	0	0	0	0	0								

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables
******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

WORST HOUR Leq1h

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dBA Leq	cont A
					METRIC*			METRIC*	METRIC*	ENGLISH*		
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvar	h	22150	56	1	0			75	69.9	64.9
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	69.8	64.8
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	71.0	66.0
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	70.3	65.3
5	#REF!	Between Crenshaw Blvd & Lorn	h	32860	56	1	0			75	71.6	66.6
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	71.7	66.7
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	72.3	67.3
8	Wilshire Blvd -Existing	Between Glendon Ave & Westv	h	29580	56	1	0			75	71.1	66.1
9	Wilshire Blvd -Existing	Between Barrington Ave & Stor	h	31370	56	1	0			75	71.4	66.4
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	71.0	66.0
11												
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24960	56	1	0			75	70.4	65.4
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	70.4	65.4
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	71.4	66.5
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	70.9	65.9
16	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	36130	56	1	0			75	72.0	67.0
17	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	38760	56	1	0			75	72.3	67.3
18	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	72.8	67.8
19	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westv	h	42080	56	1	0			75	72.7	67.7
20	Wilshire Blvd -Opening Year (2	Between Barrington Ave & Stor	h	34240	56	1	0			75	71.8	66.8
21	Wilshire Blvd -Opening Year (2	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	71.3	66.4
22												
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvar	h	24310	56	1	0			75	70.3	65.3
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24140	56	1	0			75	70.3	65.3
25	Wilshire Blvd -Opening Year (2	Between Shatto Pl & Vermont A	h	27110	56	1	0			75	70.8	65.8
26	Wilshire Blvd -Opening Year (2	Between Oxford Ave & Western	h	22770	56	1	0			75	70.0	65.0
27	Wilshire Blvd -Opening Year (2	Between Crenshaw Blvd & Lorn	h	31080	56	1	0			75	71.4	66.4
28	Wilshire Blvd -Opening Year (2	Between San Vicente Blvd & To	h	35870	56	1	0			75	72.0	67.0
29	Wilshire Blvd -Opening Year (2	Between Beverly Glen Blvd & H	h	39990	56	1	0			75	72.4	67.5
30	Wilshire Blvd -Opening Year (2	Between Glendon Ave & Westv	h	38280	56	1	0			75	72.3	67.3
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Stor	h	31770	56	1	0			75	71.5	66.5
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	28860	56	1	0			75	71.0	66.0
33												
34	Wilshire Blvd - Horizon Year (2	Between Westlake Ave & Alvar	h	26110	56	1	0			75	70.6	65.6
35	Wilshire Blvd - Horizon Year (2	Between Alvarado St & Park Vi	h	25820	56	1	0			75	70.6	65.6
36	Wilshire Blvd - Horizon Year (2	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	71.7	66.7
37	Wilshire Blvd - Horizon Year (2	Between Oxford Ave & Western	h	28720	56	1	0			75	71.0	66.0
38	Wilshire Blvd - Horizon Year (2	Between Crenshaw Blvd & Lorn	h	37060	56	1	0			75	72.1	67.1
39	Wilshire Blvd - Horizon Year (2	Between San Vicente Blvd & To	h	40040	56	1	0			75	72.5	67.5
40	Wilshire Blvd - Horizon Year (2	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	73.0	68.0
41	Wilshire Blvd - Horizon Year (2	Between Glendon Ave & Westv	h	44080	56	1	0			75	72.9	67.9
42	Wilshire Blvd - Horizon Year (2	Between Barrington Ave & Stor	h	34890	56	1	0			75	71.9	66.9
43	Wilshire Blvd - Horizon Year (2	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	71.4	66.4
44												
45	Wilshire Blvd - Horizon Year (2	Between Westlake Ave & Alvar	h	25560	56	1	0			75	70.5	65.5
46	Wilshire Blvd - Horizon Year (2	Between Alvarado St & Park Vi	h	25410	56	1	0			75	70.5	65.5
47	Wilshire Blvd - Horizon Year (2	Between Shatto Pl & Vermont A	h	29050	56	1	0			75	71.1	66.1
48	Wilshire Blvd - Horizon Year (2	Between Oxford Ave & Western	h	23970	56	1	0			75	70.2	65.2
49	Wilshire Blvd - Horizon Year (2	Between Crenshaw Blvd & Lorn	h	32670	56	1	0			75	71.6	66.6
50	Wilshire Blvd - Horizon Year (2	Between San Vicente Blvd & To	h	37400	56	1	0			75	72.2	67.2
51	Wilshire Blvd - Horizon Year (2	Between Beverly Glen Blvd & H	h	41110	56	1	0			75	72.6	67.6
52	Wilshire Blvd - Horizon Year (2	Between Glendon Ave & Westv	h	39590	56	1	0			75	72.4	67.4
53	Wilshire Blvd - Horizon Year (2	Between Barrington Ave & Stor	h	33560	56	1	0			75	71.7	66.7
54	Wilshire Blvd - Horizon Year (2	Between Saltair Ave & Bundy D	h	30540	56	1	0			75	71.3	66.3
55												
56												
57												
58												
59												
60												

Level tributions Day - peak MT	HT	VOLUMES Day A	MT	HT	Distance to Leq Noise Contour (ft) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq	Distance to Leq Noise Contour (m) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
60.5	67.4	1927	89	199	72.8	226.4	602.7	>1,000	22.2	69.0	183.7	>300
60.5	67.4	1907	88	197	71.9	224.2	597.7	>1,000	21.9	68.3	182.2	>300
61.6	68.5	2469	114	255	93.3	283.3	730.6	>1,000	28.4	86.4	222.7	>300
60.9	67.9	2128	98	220	81.0	248.3	649.8	>1,000	24.7	75.7	198.1	>300
62.2	69.1	2859	131	296	108.3	323.2	817.4	>1,000	33.0	98.5	249.1	>300
62.3	69.2	2930	135	303	111.2	330.2	833.6	>1,000	33.9	100.7	254.1	>300
62.9	69.8	3330	153	345	126.1	367.6	916.0	>1,000	38.4	112.0	279.2	>300
61.8	68.7	2573	118	266	96.7	293.5	757.5	>1,000	29.5	89.5	230.9	>300
62.0	68.9	2729	125	282	102.9	310.0	786.4	>1,000	31.4	94.5	239.7	>300
61.6	68.5	2485	114	257	93.8	284.9	734.8	>1,000	28.6	86.8	224.0	>300
		0	0	0								
61.0	67.9	2172	100	225	82.7	252.8	659.8	>1,000	25.2	77.0	201.1	>300
61.0	67.9	2152	99	223	81.9	250.7	655.0	>1,000	25.0	76.4	199.6	>300
62.1	69.0	2761	127	286	104.3	313.3	794.0	>1,000	31.8	95.5	242.0	>300
61.5	68.4	2424	111	251	91.8	278.8	718.9	>1,000	28.0	85.0	219.1	>300
62.6	69.6	3143	145	325	119.3	350.2	878.9	>1,000	36.4	106.8	267.9	>300
62.9	69.9	3372	155	349	127.5	371.7	924.1	>1,000	38.9	113.3	281.7	>300
63.5	70.4	3802	175	393	144.2	412.1	>1,000	>1,000	44.0	125.6	>300	>300
63.3	70.2	3661	168	379	138.7	398.9	983.7	>1,000	42.3	121.6	299.8	>300
62.4	69.3	2979	137	308	113.1	334.9	844.4	>1,000	34.5	102.1	257.4	>300
62.0	68.9	2699	124	279	101.6	306.8	780.9	>1,000	31.0	93.5	238.0	>300
		0	0	0								
60.9	67.8	2115	97	219	80.5	246.9	646.9	>1,000	24.5	75.3	197.2	>300
60.9	67.8	2100	97	217	79.9	245.3	643.5	>1,000	24.4	74.8	196.1	>300
61.4	68.3	2359	108	244	89.5	272.1	704.3	>1,000	27.3	82.9	214.7	>300
60.6	67.5	1981	91	205	75.1	232.3	615.8	>1,000	22.9	70.8	187.7	>300
62.0	68.9	2704	124	280	101.8	307.4	781.8	>1,000	31.0	93.7	238.3	>300
62.6	69.5	3121	143	323	118.5	348.2	874.3	>1,000	36.1	106.1	266.5	>300
63.1	70.0	3479	160	360	131.2	381.9	944.5	>1,000	40.0	116.4	287.9	>300
62.9	69.8	3330	153	345	126.1	367.6	916.0	>1,000	38.4	112.0	279.2	>300
62.1	69.0	2764	127	286	104.4	313.6	794.6	>1,000	31.8	95.6	242.2	>300
61.7	68.6	2511	115	260	94.7	287.5	741.9	>1,000	28.9	87.6	226.1	>300
		0	0	0								
61.2	68.1	2272	104	235	86.4	262.8	684.2	>1,000	26.3	80.1	208.6	>300
61.2	68.1	2246	103	232	85.5	260.3	678.2	>1,000	26.1	79.3	206.7	>300
62.3	69.2	2910	134	301	110.4	328.3	829.1	>1,000	33.6	100.1	252.7	>300
61.6	68.6	2499	115	258	94.3	286.3	738.6	>1,000	28.7	87.3	225.1	>300
62.7	69.7	3224	148	334	122.3	357.5	895.2	>1,000	37.3	109.0	272.9	>300
63.1	70.0	3483	160	360	131.3	382.3	945.3	>1,000	40.0	116.5	288.1	>300
63.6	70.5	3948	182	408	149.8	425.3	>1,000	>1,000	45.7	129.6	>300	>300
63.5	70.4	3835	176	397	145.5	415.1	>1,000	>1,000	44.4	126.5	>300	>300
62.5	69.4	3035	140	314	115.3	340.3	856.6	>1,000	35.1	103.7	261.1	>300
62.1	69.0	2754	127	285	103.9	312.5	792.0	>1,000	31.7	95.3	241.4	>300
		0	0	0								
61.1	68.0	2224	102	230	84.7	258.1	672.7	>1,000	25.8	78.7	205.0	>300
61.1	68.0	2211	102	229	84.2	256.8	669.5	>1,000	25.7	78.3	204.1	>300
61.7	68.6	2527	116	261	95.2	289.1	746.3	>1,000	29.0	88.1	227.5	>300
60.9	67.8	2085	96	216	79.3	243.7	640.2	>1,000	24.2	74.3	195.1	>300
62.2	69.1	2842	131	294	107.6	321.6	813.5	>1,000	32.8	98.0	248.0	>300
62.8	69.7	3254	150	337	123.4	360.1	901.1	>1,000	37.6	109.8	274.7	>300
63.2	70.1	3577	164	370	135.2	390.9	965.1	>1,000	41.2	119.2	294.1	>300
63.0	69.9	3444	158	356	130.0	378.6	937.9	>1,000	39.6	115.4	285.9	>300
62.3	69.2	2920	134	302	110.7	329.2	831.3	>1,000	33.8	100.3	253.4	>300
61.9	68.8	2657	122	275	99.8	302.4	773.2	>1,000	30.4	92.2	235.7	>300
		0	0	0								
		0	0	0								
		0	0	0								
		0	0	0								
		0	0	0								
		0	0	0								

ALTERNATIVE A-2

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This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables

Password = "noise"

******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

**** Type in yellow cells only.**

** Day/Eve/Night & Auto/MT/HT cells must add to 100

** Be sure to indicate ENGLISH or METRIC units

** Note that both Ldn and CNEL require input for evening traffic

Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

UNITS	english

"english" OR "metric"

DAY PEAK/OFFPEAK SPLITS		PENALTIES	
4	no. of hours - peak	dB	
8	no. of hours - offpeak		
3	no. of hours - evening	+ 5	evening
9	no. of hours - night	+ 10	night
24	TOTAL no. of hours		

METRIC/ENGLISH CALCULATOR			
80	MPH	equals	128.74
100	KPH	equals	62.14
680	feet	equals	207.26
9	meters	equals	29.53

Mix 1.

		Day			
		Peak	Offpk	Eve	Night
		40	45	5	10
Auto	87	.348	.392	.044	.087
MT	4	.016	.018	.002	.004
HT	9	.036	.041	.005	.009

Mix 2.

		Day			
		Peak	Offpk	Eve	Night
		50	30	5	15
Auto	80	.400	.240	.040	.120
MT	5	.025	.015	.003	.008
HT	15	.075	.045	.008	.023

Mix 3.

		Day			
		Peak	Offpk	Eve	Night
		85		5	10
Auto	87	.740	.000	.044	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.000	.005	.009

Mix 4.

		Day			
		Peak	Offpk	Eve	Night
		85	1	4	10
Auto	87	.740	.009	.035	.087
MT	4	.034	.000	.002	.004
HT	9	.077	.001	.004	.009

Mix 5.

		Day			
		Peak	Offpk	Eve	Night
		100		0	0
Auto	87	.870	.000	.000	.000
MT	4	.040	.000	.000	.000
HT	9	.090	.000	.000	.000

* distance from center of roadway

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED MPH	Mix Number	BARRIER Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	RECEIVER Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h
					ENGLISH			ENGLISH	ENGLISH	ENGLISH			
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	35	1	0			75	68.1	68.4	69.9
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	h	21920	35	1	0			75	68.0	68.3	69.8
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	35	1	0			75	69.2	69.4	71.0
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	35	1	0			75	68.5	68.8	70.3
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	h	32860	35	1	0			75	69.8	70.1	71.6
6	Wilshire Blvd - Existing	Between San Vicente Blvd & Tower Dr	h	33680	35	1	0			75	69.9	70.2	71.7
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & Holmby Ave	h	38280	35	1	0			75	70.5	70.7	72.3
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	35	1	0			75	69.3	69.6	71.1
9	Wilshire Blvd -Existing	Between Barrington Ave & Stone	h	31370	35	1	0			75	69.6	69.9	71.4
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy Dr	h	28560	35	1	0			75	69.2	69.5	71.0
11													
12	Wilshire Blvd - Opening Year (2012) without Project	Between Westlake Ave & Alvara	h	24960	35	1	0			75	68.6	68.9	70.4
13	Wilshire Blvd -Opening Year (2012) without Project	Between Alvarado St & Park Vie	h	24730	35	1	0			75	68.6	68.9	70.4
14	Wilshire Blvd - Opening Year (2012) without Project	Between Shatto Pl & Vermont A	h	31740	35	1	0			75	69.6	69.9	71.4
15	Wilshire Blvd - Opening Year (2012) without Project	Between Oxford Ave & Western	h	27860	35	1	0			75	69.1	69.4	72.8
16	Wilshire Blvd -Opening Year (2012) without Project	Between Crenshaw Blvd & Lorra	h	36130	35	1	0			75	70.2	70.5	72.0
17	Wilshire Blvd -Opening Year (2012) without Project	Between San Vicente Blvd & To	h	38760	35	1	0			75	70.5	70.8	72.3
18	Wilshire Blvd -Opening Year (2012) without Project	Between Beverly Glen Blvd & Ho	h	43700	35	1	0			75	71.0	71.3	72.8
19	Wilshire Blvd -Opening Year (2012) without Project	Between Glendon Ave & Westw	h	42080	35	1	0			75	70.9	71.2	72.7
20	Wilshire Blvd -Opening Year (2012) without Project	Between Barrington Ave & Stone	h	34240	35	1	0			75	70.0	70.3	71.8
21	Wilshire Blvd -Opening Year (2012) without Project	Between Saltair Ave & Bundy Dr	h	31020	35	1	0			75	69.5	69.8	71.3
22													
23	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Westlake Ave & Alvara	h	24570	35	1	0			75	68.5	68.8	70.3
24	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Alvarado St & Park Vie	h	24470	35	1	0			75	68.5	68.8	70.3
25	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Shatto Pl & Vermont A	h	27240	35	1	0			75	69.0	69.3	70.8
26	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Oxford Ave & Western	h	23210	35	1	0			75	68.3	68.6	70.1
27	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Crenshaw Blvd & Lorra	h	32060	35	1	0			75	69.7	70.0	71.5
28	Wilshire Blvd -Opening Year (2012) with Alternative A	Between San Vicente Blvd & To	h	36250	35	1	0			75	70.2	70.5	72.0
29	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Beverly Glen Blvd & Ho	h	43670	35	1	0			75	71.0	71.3	72.8
30	Wilshire Blvd -Opening Year (2012) with Alternative A	Between Glendon Ave & Westw	h	42400	35	1	0			75	70.9	71.2	72.7
31	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Barrington Ave & Stone	h	23950	35	1	0			75	68.4	68.7	70.2
32	Wilshire Blvd - Opening Year (2012) with Alternative A	Between Saltair Ave & Bundy Dr	h	30750	35	1	0			75	69.5	69.8	71.3
33													
34	Wilshire Blvd - Horizon Year (2020) without Project	Between Westlake Ave & Alvara	h	26110	35	1	0			75	68.8	69.1	70.6
35	Wilshire Blvd - Horizon Year (2020) without Project	Between Alvarado St & Park Vie	h	25820	35	1	0			75	68.8	69.0	70.6
36	Wilshire Blvd - Horizon Year (2020) without Project	Between Shatto Pl & Vermont A	h	33450	35	1	0			75	69.9	70.2	71.7
37	Wilshire Blvd - Horizon Year (2020) without Project	Between Oxford Ave & Western	h	28720	35	1	0			75	69.2	69.5	71.0
38	Wilshire Blvd - Horizon Year (2020) without Project	Between Crenshaw Blvd & Lorra	h	37060	35	1	0			75	70.3	70.6	72.1
39	Wilshire Blvd - Horizon Year (2020) without Project	Between San Vicente Blvd & To	h	40040	35	1	0			75	70.7	70.9	72.5
40	Wilshire Blvd - Horizon Year (2020) without Project	Between Beverly Glen Blvd & Ho	h	45380	35	1	0			75	71.2	71.5	73.0
41	Wilshire Blvd - Horizon Year (2020) without Project	Between Glendon Ave & Westw	h	44080	35	1	0			75	71.1	71.4	72.9
42	Wilshire Blvd - Horizon Year (2020) without Project	Between Barrington Ave & Stone	h	34890	35	1	0			75	70.1	70.3	71.9
43	Wilshire Blvd - Horizon Year (2020) without Project	Between Saltair Ave & Bundy Dr	h	31650	35	1	0			75	69.6	69.9	71.4
44													
45	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Westlake Ave & Alvara	h	25450	35	1	0			75	68.7	69.0	70.5
46	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Alvarado St & Park Vie	h	25290	35	1	0			75	68.7	68.9	70.5
47	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Shatto Pl & Vermont A	h	28700	35	1	0			75	69.2	69.5	71.0
48	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Oxford Ave & Western	h	23730	35	1	0			75	68.4	68.7	70.2
49	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Crenshaw Blvd & Lorra	h	32200	35	1	0			75	69.7	70.0	71.5
50	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between San Vicente Blvd & To	h	37670	35	1	0			75	70.4	70.7	72.2
51	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Beverly Glen Blvd & Ho	h	44510	35	1	0			75	71.1	71.4	72.9
52	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Glendon Ave & Westw	h	43280	35	1	0			75	71.0	71.3	72.8
53	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Barrington Ave & Stone	h	35060	35	1	0			75	70.1	70.4	71.9
54	Wilshire Blvd - Horizon Year (2020) with Alternative A-	Between Saltair Ave & Bundy Dr	h	31750	35	1	0			75	69.6	69.9	71.4
55													
56													
57													
58													
59													
60													

Number	Roadway	Segment Location	BARRIER			RECEIVER				Distance to CNEL Noise Contour (ft)			
			Present (1=yes)	Height (7 to 30 ft)	Distance (35 or 100 ft)	Distance * (feet)	dB Ldn	dB CNEL	dBA Pk Leq1h		OK		
				ENGLISH	ENGLISH	ENGLISH				70 dB CNEL	65 dB CNEL	60 dB CNEL	55 dB CNEL
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	0			75	68.1	68.4	69.9	61.4	191.2	522.8	>1,000
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	0			75	68.0	68.3	69.8	60.9	189.5	518.9	>1,000
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	0			75	69.2	69.4	71.0	78.7	242.0	636.4	>1,000
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	0			75	68.5	68.8	70.3	66.4	210.4	568.2	>1,000
5	Wilshire Blvd - Existing	Between Crenshaw Blvd & Lorra	0			75	69.8	70.1	71.6	90.8	275.9	712.5	>1,000
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	0			75	69.9	70.2	71.7	92.8	281.9	726.7	>1,000
7	Wilshire Blvd -Existing	Between Beverly Glen Blvd & H	0			75	70.5	70.7	72.3	105.4	316.2	800.9	>1,000
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	0			75	69.3	69.6	71.1	82.1	251.2	656.1	>1,000
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	0			75	69.6	69.9	71.4	87.0	264.5	687.8	>1,000
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	0			75	69.2	69.5	71.0	79.2	243.4	639.4	>1,000
11													
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.6	68.9	70.4	68.1	214.6	576.9	>1,000
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vie	0			75	68.6	68.9	70.4	67.3	212.7	572.9	>1,000
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	0			75	69.6	69.9	71.4	87.9	267.3	694.1	>1,000
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	0			75	69.1	69.4	72.8	77.2	237.9	627.7	>1,000
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorra	0			75	70.2	70.5	72.0	98.7	299.8	768.8	>1,000
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.5	70.8	72.3	106.9	319.8	809.3	>1,000
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	71.0	71.3	72.8	120.8	353.9	887.2	>1,000
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.9	71.2	72.7	116.4	343.2	863.0	>1,000
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	0			75	70.0	70.3	71.8	94.2	286.0	737.8	>1,000
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	86.0	261.8	681.8	>1,000
22													
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	0			75	68.5	68.8	70.3	66.8	211.3	570.1	>1,000
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vie	0			75	68.5	68.8	70.3	66.4	210.5	568.4	>1,000
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	0			75	69.0	69.3	70.8	75.3	232.9	617.0	>1,000
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	0			75	68.3	68.6	70.1	63.6	199.6	544.4	>1,000
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorra	0			75	69.7	70.0	71.5	88.8	269.8	699.4	>1,000
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	0			75	70.2	70.5	72.0	99.1	300.7	770.4	>1,000
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	0			75	71.0	71.3	72.8	120.8	353.7	886.8	>1,000
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	0			75	70.9	71.2	72.7	117.3	345.3	867.9	>1,000
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	0			75	68.4	68.7	70.2	65.1	206.1	559.1	>1,000
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	0			75	69.5	69.8	71.3	85.3	259.8	677.0	>1,000
33													
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.8	69.1	70.6	71.8	223.9	596.9	>1,000
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.8	69.0	70.6	70.9	221.6	591.6	>1,000
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.9	70.2	71.7	92.3	280.2	722.0	>1,000
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	69.2	69.5	71.0	79.7	244.6	642.1	>1,000
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorra	0			75	70.3	70.6	72.1	101.7	307.0	781.3	>1,000
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.7	70.9	72.5	110.7	329.0	830.8	>1,000
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	71.2	71.5	73.0	125.2	365.2	911.4	>1,000
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	71.1	71.4	72.9	121.9	356.4	892.8	>1,000
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	70.1	70.3	71.9	95.7	290.6	750.5	>1,000
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.6	69.9	71.4	87.7	266.7	692.6	>1,000
44													
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	0			75	68.7	69.0	70.5	69.7	218.6	585.3	>1,000
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	0			75	68.7	68.9	70.5	69.2	217.3	582.6	>1,000
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	0			75	69.2	69.5	71.0	79.6	244.5	641.8	>1,000
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	0			75	68.4	68.7	70.2	64.6	204.2	554.9	>1,000
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorra	0			75	69.7	70.0	71.5	89.1	270.9	701.7	>1,000
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	0			75	70.4	70.7	72.2	103.6	311.7	790.0	>1,000
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	0			75	71.1	71.4	72.9	123.0	359.2	899.0	>1,000
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	0			75	71.0	71.3	72.8	119.7	351.2	881.0	>1,000
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	0			75	70.1	70.4	71.9	96.1	291.8	753.8	>1,000
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	0			75	69.6	69.9	71.4	88.0	267.4	694.3	>1,000
55													
56							0.0	0.0	0.0				

57			
58			
59			
60			

	0.0	0.0	0.0

	vehicle mixes				% of day split				
	day-peak	day-offpaek	evening	night	day-peak	day-offpaek	evening	night	checksum
					45	40	10	5	100
auto	90.0	85.0	84.0	75.0	.405	.340	.084	.038	
MT	6.0	7.0	6.0	3.0	.027	.028	.006	.002	
HT	4.0	8.0	10.0	22.0	.018	.032	.010	.011	1.000

VEHICLE MIX ASSUMPTIONS FROM RD 77-108 MODEL — FORMATTED FOR PASTE INTO THIS MODEL — h

Mix 1. Arterial Roadways (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	75.5	12.6	9.3	.755	.126	.093
MT	1.6	0.1	0.2	.016	.001	.002
HT	0.6	0.0	0.1	.006	.000	.001
Auto %	97.2	99.1	97.2	.972	.991	.972
MT %	2.0	0.7	2.0	.020	.007	.020
HT %	0.8	0.2	0.8	.008	.002	.008
Daily Auto %	97.4			.974		
Daily MT %	1.8			.018		
Daily HT %	0.7			.007		
Total	77.7	12.7	9.6	.777	.127	.096
Grand total	100.0	OK		1.000	OK	

Mix 2. Transportation Corridors (From East Orange 2000)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	67.0	18.3	9.7	.670	.183	.097
MT	2.3	0.2	0.6	.023	.002	.006
HT	1.5	0.2	0.4	.015	.002	.004
Auto %	94.7	97.8	91.2	.947	.978	.912
MT %	3.2	1.0	5.3	.032	.010	.053
HT %	2.1	1.2	3.5	.021	.012	.035
Daily Auto %	95.0			.950		
Daily MT %	3.0			.030		
Daily HT %	2.1			.021		
Total	70.8	18.7	10.6	.708	.187	.106
Grand total	100.1	Warning! Check		1.001	Warning! Check	

Mix 3. Highway (From J&S SR99)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	64.6	10.3	12.9	.646	.103	.129
MT	5.0	0.3	0.6	.050	.003	.006
HT	4.4	0.4	1.5	.044	.004	.015
Auto %	87.3	93.8	85.9	.873	.938	.859
MT %	6.8	2.4	3.9	.068	.024	.039
HT %	5.9	3.8	10.2	.059	.038	.102
Daily Auto %	87.8			.878		
Daily MT %	5.9			.059		
Daily HT %	6.3			.063		
Total	74.0	11.0	15.0	.740	.110	.150
Grand total	100.0	OK		1.000	OK	

Mix 4. Local (From Local/Lodi)

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	74.5	10.5	13.4	.745	.105	.134
MT	0.8	0.0	0.1	.008	.000	.001
HT	0.7	0.0	0.0	.007	.000	.000
Auto %	98.0	99.8	99.3	.980	.998	.993
MT %	1.1	0.1	0.7	.011	.001	.007
HT %	0.9	0.1	0.0	.009	.001	.000
Daily Auto %	98.4			.984		
Daily MT %	0.9			.009		
Daily HT %	0.7			.007		
Total	76.0	10.5	13.5	.760	.105	.135
Grand total	100.0	OK		1.000	OK	

Variable

	Input			Input		
	Day	Eve	Night	Day	Eve	Night
Auto	14.82	4.05	2.14	.148	.040	.021
MT	7.50	0.63	1.87	.075	.006	.019
HT	49.29	7.56	12.16	.493	.076	.122
Auto %	20.7	33.1	13.2	.207	.331	.132
MT %	10.5	5.2	11.6	.105	.052	.116
HT %	68.8	61.8	75.2	.688	.618	.752
Daily Auto %	21.0			.210		
Daily MT %	10.0			.100		
Daily HT %	69.0			.690		

67.03	18.31	9.66	95
2.25	0.19	0.56	3
1.5	0.23	0.37	2.1
0.705579	0.192737	0.101684	1
0.75	0.063333	0.186667	1
0.714286	0.109524	0.17619	1

Total	71.6	12.2	16.2	.716	.122	.162
Grand total	100.0	OK		1.000	OK	

21%	0.148172	0.040475	0.021354	0.21
10%	0.075	0.006333	0.018667	0.1
69%	0.492857	0.075571	0.121571	0.69
100%				1.00

21%	14.81716	4.047474	2.135368	21
10%	7.5	0.633333	1.866667	10
69%	49.28571	7.557143	12.15714	69
100%				100

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables
******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

=10*LOG(((INPUT!M4*(10^(S17/10)))+(INPUT!M5*(10^(W17/10)))+(3*(10^(AA17/10)))+(9*(10^((AE17+1OK

*** NOTE: TNM lookup calculations require these units, regardless of input.**

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB Ldn
					METRIC*			METRIC*	METRIC*	ENGLISH*	
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	56	1	0			75	68.1
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.0
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.2
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	68.5
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	69.8
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	69.9
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.5
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.3
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	h	31370	56	1	0			75	69.6
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.2
11											
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24960	56	1	0			75	68.6
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.6
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.6
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	69.1
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.2
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.5
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.0
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42080	56	1	0			75	70.9
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	h	34240	56	1	0			75	70.0
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.5
22											
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24570	56	1	0			75	68.5
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24470	56	1	0			75	68.5
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	h	27240	56	1	0			75	69.0
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	h	23210	56	1	0			75	68.3
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	32060	56	1	0			75	69.7
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	36250	56	1	0			75	70.2
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43670	56	1	0			75	71.0
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42400	56	1	0			75	70.9
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	h	23950	56	1	0			75	68.4
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	30750	56	1	0			75	69.5
33											
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	26110	56	1	0			75	68.8
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	68.8
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	69.9
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	69.2
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.3
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.7
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.2
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.1
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	34890	56	1	0			75	70.1
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.6
44											
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	25450	56	1	0			75	68.7
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25290	56	1	0			75	68.7
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28700	56	1	0			75	69.2
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23730	56	1	0			75	68.4
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32200	56	1	0			75	69.7
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37670	56	1	0			75	70.4
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	44510	56	1	0			75	71.1
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	43280	56	1	0			75	71.0
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	35060	56	1	0			75	70.1
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31750	56	1	0			75	69.6
55											
56											
57											
58											
59											
60											

Level contributions by receiver location

Number	Day - peak A	MT	HT	Total	Day - offpeak A	MT	HT	Total	Evening A	MT	HT	Total	Night A	MT	HT	Total
1	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4
2	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3
3	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4
4	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8
5	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1
6	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2
7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7
8	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6
9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9
10	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5
11																
12	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9
13	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8
14	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9
15	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3
16	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5
17	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8
18	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3
19	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1
20	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2
21	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8
22																
23	65.3	61.0	67.9	70.3	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.3	60.8
24	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8
25	65.8	61.4	68.3	70.8	58.0	53.6	60.6	63.0	58.0	53.6	60.6	63.0	56.2	51.9	58.8	61.3
26	65.1	60.7	67.6	70.1	57.3	53.0	59.9	62.3	57.3	53.0	59.9	62.3	55.6	51.2	58.1	60.6
27	66.5	62.1	69.0	71.5	58.7	54.3	61.3	63.7	58.7	54.3	61.3	63.7	57.0	52.6	59.5	62.0
28	67.0	62.6	69.6	72.0	59.3	54.9	61.8	64.2	59.3	54.9	61.8	64.2	57.5	53.1	60.0	62.5
29	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3
30	67.7	63.3	70.2	72.7	59.9	55.6	62.5	64.9	59.9	55.6	62.5	64.9	58.2	53.8	60.7	63.2
31	65.2	60.8	67.8	70.2	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.3	58.2	60.7
32	66.3	61.9	68.9	71.3	58.5	54.2	61.1	63.5	58.5	54.2	61.1	63.5	56.8	52.4	59.3	61.8
33																
34	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1
35	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0
36	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1
37	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5
38	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6
39	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9
40	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5
41	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3
42	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3
43	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9
44																
45	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0
46	65.5	61.1	68.0	70.5	57.7	53.3	60.2	62.7	57.7	53.3	60.2	62.7	55.9	51.6	58.5	60.9
47	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5
48	65.2	60.8	67.7	70.2	57.4	53.0	60.0	62.4	57.4	53.0	60.0	62.4	55.7	51.3	58.2	60.7
49	66.5	62.1	69.1	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0
50	67.2	62.8	69.7	72.2	59.4	55.0	62.0	64.4	59.4	55.0	62.0	64.4	57.7	53.3	60.2	62.7
51	67.9	63.5	70.5	72.9	60.1	55.8	62.7	65.1	60.1	55.8	62.7	65.1	58.4	54.0	60.9	63.4
52	67.8	63.4	70.3	72.8	60.0	55.6	62.6	65.0	60.0	55.6	62.6	65.0	58.3	53.9	60.8	63.3
53	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3
54	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9
55																
56																
57																
58																
59																
60																

MIX

Number	Day - peak A	MT	HT	Day - offpeak A	MT	HT	Evening A	MT	HT	Night A	MT	HT
1	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
2	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
3	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
4	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
5	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
6	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
7	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
8	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
9	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
10	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
11												
12	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
13	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
14	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
15	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
16	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
17	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
18	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
19	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
20	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
21	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
22												
23	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
24	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
25	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
26	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
27	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
28	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
29	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
30	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
31	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
32	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
33												
34	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
35	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
36	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
37	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
38	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
39	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
40	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
41	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
42	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
43	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
44												
45	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
46	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
47	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
48	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
49	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
50	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
51	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
52	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
53	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
54	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
55												
56												
57												
58												
59												
60												

VOLUMES

Number	Day - peak A	MT	HT	Day - offpeak A	MT	HT	Evening A	MT	HT	Night A	MT	HT
1	1927	89	199	1084	50	112	321	15	33	214	10	22
2	1907	88	197	1073	49	111	318	15	33	212	10	22
3	2469	114	255	1389	64	144	412	19	43	274	13	28
4	2128	98	220	1197	55	124	355	16	37	236	11	24
5	2859	131	296	1608	74	166	476	22	49	318	15	33
6	2930	135	303	1648	76	171	488	22	51	326	15	34
7	3330	153	345	1873	86	194	555	26	57	370	17	38
8	2573	118	266	1448	67	150	429	20	44	286	13	30
9	2729	125	282	1535	71	159	455	21	47	303	14	31
10	2485	114	257	1398	64	145	414	19	43	276	13	29
11	0	0	0	0	0	0	0	0	0	0	0	0
12	2172	100	225	1221	56	126	362	17	37	241	11	25
13	2152	99	223	1210	56	125	359	16	37	239	11	25
14	2761	127	286	1553	71	161	460	21	48	307	14	32
15	2424	111	251	1363	63	141	404	19	42	269	12	28
16	3143	145	325	1768	81	183	524	24	54	349	16	36
17	3372	155	349	1897	87	196	562	26	58	375	17	39
18	3802	175	393	2139	98	221	634	29	66	422	19	44
19	3661	168	379	2059	95	213	610	28	63	407	19	42
20	2979	137	308	1676	77	173	496	23	51	331	15	34
21	2699	124	279	1518	70	157	450	21	47	300	14	31
22	0	0	0	0	0	0	0	0	0	0	0	0
23	2138	98	221	1202	55	124	356	16	37	238	11	25
24	2129	98	220	1198	55	124	355	16	37	237	11	24
25	2370	109	245	1333	61	138	395	18	41	263	12	27
26	2019	93	209	1136	52	118	337	15	35	224	10	23
27	2789	128	289	1569	72	162	465	21	48	310	14	32
28	3154	145	326	1774	82	184	526	24	54	350	16	36
29	3799	175	393	2137	98	221	633	29	66	422	19	44
30	3689	170	382	2075	95	215	615	28	64	410	19	42
31	2084	96	216	1172	54	121	347	16	36	232	11	24
32	2675	123	277	1505	69	156	446	21	46	297	14	31
33	0	0	0	0	0	0	0	0	0	0	0	0
34	2272	104	235	1278	59	132	379	17	39	252	12	26
35	2246	103	232	1264	58	131	374	17	39	250	11	26
36	2910	134	301	1637	75	169	485	22	50	323	15	33
37	2499	115	258	1405	65	145	416	19	43	278	13	29
38	3224	148	334	1814	83	188	537	25	56	358	16	37
39	3483	160	360	1959	90	203	581	27	60	387	18	40
40	3948	182	408	2221	102	230	658	30	68	439	20	45
41	3835	176	397	2157	99	223	639	29	66	426	20	44
42	3035	140	314	1707	79	177	506	23	52	337	16	35
43	2754	127	285	1549	71	160	459	21	47	306	14	32
44	0	0	0	0	0	0	0	0	0	0	0	0
45	2214	102	229	1245	57	129	369	17	38	246	11	25
46	2200	101	228	1238	57	128	367	17	38	244	11	25
47	2497	115	258	1405	65	145	416	19	43	277	13	29
48	2065	95	214	1161	53	120	344	16	36	229	11	24
49	2801	129	290	1576	72	163	467	21	48	311	14	32
50	3277	151	339	1843	85	191	546	25	57	364	17	38
51	3872	178	401	2178	100	225	645	30	67	430	20	45
52	3765	173	390	2118	97	219	628	29	65	418	19	43
53	3050	140	316	1716	79	177	508	23	53	339	16	35
54	2762	127	286	1554	71	161	460	21	48	307	14	32
55	0	0	0	0	0	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0	0	0	0

Distance to Ldn Noise Contour (ft) OK / **Distance to Ldn Noise Contour (m)** OK

Number	(ft) 70 dB Ldn	(ft) 65 dB Ldn	(ft) 60 dB Ldn	(ft) 55 dB Ldn	(m) 70 dB Ldn	(m) 65 dB Ldn	(m) 60 dB Ldn	(m) 55 dB Ldn
1	58.8	181.9	502.0	>1,000	17.9	55.4	153.0	>300
2	58.3	180.2	498.0	>1,000	17.8	54.9	151.8	>300
3	74.1	229.6	610.1	>1,000	22.6	70.0	186.0	>300
4	63.4	199.0	542.9	>1,000	19.3	60.6	165.5	>300
5	86.2	262.3	682.9	>1,000	26.3	79.9	208.2	>300
6	88.2	268.3	696.2	>1,000	26.9	81.8	212.2	>300
7	99.0	300.5	769.9	>1,000	30.2	91.6	234.7	>300
8	77.5	238.9	629.8	>1,000	23.6	72.8	192.0	>300
9	82.4	251.9	657.8	>1,000	25.1	76.8	200.5	>300
10	74.6	231.0	613.1	>1,000	22.7	70.4	186.9	>300
11								
12	64.4	203.1	552.5	>1,000	19.6	61.9	168.4	>300
13	64.0	201.2	548.1	>1,000	19.5	61.3	167.1	>300
14	83.3	254.5	664.2	>1,000	25.4	77.6	202.4	>300
15	72.6	225.8	601.4	>1,000	22.1	68.8	183.3	>300
16	94.0	285.6	736.6	>1,000	28.7	87.0	224.5	>300
17	100.4	304.0	776.1	>1,000	30.6	92.7	236.5	>300
18	114.4	338.2	851.7	>1,000	34.9	103.1	259.6	>300
19	110.0	327.4	827.1	>1,000	33.5	99.8	252.1	>300
20	89.6	272.4	704.9	>1,000	27.3	83.0	214.9	>300
21	81.4	249.4	652.3	>1,000	24.8	76.0	198.8	>300
22								
23	63.7	199.9	545.1	>1,000	19.4	60.9	166.1	>300
24	63.5	199.1	543.1	>1,000	19.3	60.7	165.5	>300
25	70.7	221.2	590.7	>1,000	21.6	67.4	180.1	>300
26	61.0	189.8	519.5	>1,000	18.6	57.8	158.3	>300
27	84.2	256.8	669.6	>1,000	25.7	78.3	204.1	>300
28	94.3	286.4	738.9	>1,000	28.7	87.3	225.2	>300
29	114.3	338.0	851.3	>1,000	34.8	103.0	259.5	>300
30	110.9	329.6	832.0	>1,000	33.8	100.4	253.6	>300
31	62.5	195.0	533.0	>1,000	19.0	59.4	162.4	>300
32	80.7	247.5	648.2	>1,000	24.6	75.4	197.6	>300
33								
34	67.2	212.4	572.4	>1,000	20.5	64.8	174.5	>300
35	66.3	210.1	567.6	>1,000	20.2	64.0	173.0	>300
36	87.7	266.6	692.5	>1,000	26.7	81.3	211.1	>300
37	75.1	232.3	615.8	>1,000	22.9	70.8	187.7	>300
38	96.2	291.8	753.8	>1,000	29.3	88.9	229.8	>300
39	104.2	313.3	793.8	>1,000	31.8	95.5	241.9	>300
40	118.8	348.9	875.9	>1,000	36.2	106.3	267.0	>300
41	115.4	340.6	857.3	>1,000	35.2	103.8	261.3	>300
42	91.2	277.0	714.9	>1,000	27.8	84.4	217.9	>300
43	83.1	253.9	662.7	>1,000	25.3	77.4	202.0	>300
44								
45	65.3	207.2	561.4	>1,000	19.9	63.1	171.1	>300
46	65.0	205.9	558.7	>1,000	19.8	62.7	170.3	>300
47	75.0	232.1	615.5	>1,000	22.9	70.8	187.6	>300
48	62.0	193.5	528.6	>1,000	18.9	59.0	161.1	>300
49	84.5	257.8	672.0	>1,000	25.8	78.6	204.8	>300
50	97.5	295.9	762.0	>1,000	29.7	90.2	232.3	>300
51	116.5	343.4	863.5	>1,000	35.5	104.7	263.2	>300
52	113.3	335.4	845.4	>1,000	34.5	102.2	257.7	>300
53	91.6	278.2	717.5	>1,000	27.9	84.8	218.7	>300
54	83.4	254.6	664.4	>1,000	25.4	77.6	202.5	>300
55								
56								
57								
58								
59								
60								

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables
******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

*** NOTE: TNM lookup calculations require these units, regardless of input.**

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

=10*LOG(((INPUT!M4*(10^(S17/10)))+(INPUT!M5*(10^(W17/10)))+(3*(10^((AA17+5)/10)))+(9*(10^((AE:OK

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	BARRIER Height (2 to 9 m)	BARRIER Distance (10 or 30 m)	Receiver Distance (feet)	Receiver dB CNEL
					METRIC*			METRIC*	METRIC*	ENGLISH*	
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	56	1	0			75	68.4
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vi	h	21920	56	1	0			75	68.3
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	69.4
4	Wilshire Blvd -Existing	Between Oxford Ave & Westerr	h	24460	56	1	0			75	68.8
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	70.1
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	70.2
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	70.7
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	69.6
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	h	31370	56	1	0			75	69.9
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	69.5
11											
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24960	56	1	0			75	68.9
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vi	h	24730	56	1	0			75	68.9
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	69.9
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Westerr	h	27860	56	1	0			75	69.4
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	70.5
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	38760	56	1	0			75	70.8
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	71.3
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42080	56	1	0			75	71.2
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	h	34240	56	1	0			75	70.3
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	69.8
22											
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24570	56	1	0			75	68.8
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vi	h	24470	56	1	0			75	68.8
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	h	27240	56	1	0			75	69.3
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Westerr	h	23210	56	1	0			75	68.6
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	32060	56	1	0			75	70.0
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	36250	56	1	0			75	70.5
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43670	56	1	0			75	71.3
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42400	56	1	0			75	71.2
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	h	23950	56	1	0			75	68.7
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	30750	56	1	0			75	69.8
33											
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	26110	56	1	0			75	69.1
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25820	56	1	0			75	69.0
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	70.2
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Westerr	h	28720	56	1	0			75	69.5
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	70.6
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	70.9
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	71.5
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	71.4
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	34890	56	1	0			75	70.3
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	69.9
44											
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	25450	56	1	0			75	69.0
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vi	h	25290	56	1	0			75	68.9
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28700	56	1	0			75	69.5
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Westerr	h	23730	56	1	0			75	68.7
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32200	56	1	0			75	70.0
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37670	56	1	0			75	70.7
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	44510	56	1	0			75	71.4
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	43280	56	1	0			75	71.3
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	35060	56	1	0			75	70.4
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31750	56	1	0			75	69.9
55											
56											
57											
58											
59											
60											

Level contributions by receiver location

Number	Day - peak A	Day - peak MT	Day - peak HT	Day - peak Total	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Day - offpeak Total	Evening A	Evening MT	Evening HT	Evening Total	Night A	Night MT	Night HT	Night Total
1	64.9	60.5	67.4	69.9	57.1	52.8	59.7	62.1	57.1	52.8	59.7	62.1	55.4	51.0	57.9	60.4
2	64.8	60.5	67.4	69.8	57.1	52.7	59.6	62.1	57.1	52.7	59.6	62.1	55.3	51.0	57.9	60.3
3	66.0	61.6	68.5	71.0	58.2	53.8	60.7	63.2	58.2	53.8	60.7	63.2	56.4	52.1	59.0	61.4
4	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8
5	66.6	62.2	69.1	71.6	58.8	54.5	61.4	63.8	58.8	54.5	61.4	63.8	57.1	52.7	59.6	62.1
6	66.7	62.3	69.2	71.7	58.9	54.6	61.5	63.9	58.9	54.6	61.5	63.9	57.2	52.8	59.7	62.2
7	67.3	62.9	69.8	72.3	59.5	55.1	62.0	64.5	59.5	55.1	62.0	64.5	57.7	53.4	60.3	62.7
8	66.1	61.8	68.7	71.1	58.4	54.0	60.9	63.4	58.4	54.0	60.9	63.4	56.6	52.3	59.2	61.6
9	66.4	62.0	68.9	71.4	58.6	54.3	61.2	63.6	58.6	54.3	61.2	63.6	56.9	52.5	59.4	61.9
10	66.0	61.6	68.5	71.0	58.2	53.8	60.8	63.2	58.2	53.8	60.8	63.2	56.5	52.1	59.0	61.5
11																
12	65.4	61.0	67.9	70.4	57.6	53.3	60.2	62.6	57.6	53.3	60.2	62.6	55.9	51.5	58.4	60.9
13	65.4	61.0	67.9	70.4	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.4	60.8
14	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9
15	65.9	61.5	68.4	70.9	58.1	53.7	60.6	63.1	58.1	53.7	60.6	63.1	56.3	52.0	58.9	61.3
16	67.0	62.6	69.6	72.0	59.2	54.9	61.8	64.2	59.2	54.9	61.8	64.2	57.5	53.1	60.0	62.5
17	67.3	62.9	69.9	72.3	59.5	55.2	62.1	64.5	59.5	55.2	62.1	64.5	57.8	53.4	60.3	62.8
18	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3
19	67.7	63.3	70.2	72.7	59.9	55.5	62.4	64.9	59.9	55.5	62.4	64.9	58.1	53.8	60.7	63.1
20	66.8	62.4	69.3	71.8	59.0	54.6	61.5	64.0	59.0	54.6	61.5	64.0	57.2	52.9	59.8	62.2
21	66.4	62.0	68.9	71.3	58.6	54.2	61.1	63.6	58.6	54.2	61.1	63.6	56.8	52.5	59.4	61.8
22																
23	65.3	61.0	67.9	70.3	57.6	53.2	60.1	62.6	57.6	53.2	60.1	62.6	55.8	51.5	58.3	60.8
24	65.3	60.9	67.9	70.3	57.5	53.2	60.1	62.5	57.5	53.2	60.1	62.5	55.8	51.4	58.3	60.8
25	65.8	61.4	68.3	70.8	58.0	53.6	60.6	63.0	58.0	53.6	60.6	63.0	56.2	51.9	58.8	61.3
26	65.1	60.7	67.6	70.1	57.3	53.0	59.9	62.3	57.3	53.0	59.9	62.3	55.6	51.2	58.1	60.6
27	66.5	62.1	69.0	71.5	58.7	54.3	61.3	63.7	58.7	54.3	61.3	63.7	57.0	52.6	59.5	62.0
28	67.0	62.6	69.6	72.0	59.3	54.9	61.8	64.2	59.3	54.9	61.8	64.2	57.5	53.1	60.0	62.5
29	67.8	63.5	70.4	72.8	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	53.9	60.8	63.3
30	67.7	63.3	70.2	72.7	59.9	55.6	62.5	64.9	59.9	55.6	62.5	64.9	58.2	53.8	60.7	63.2
31	65.2	60.8	67.8	70.2	57.5	53.1	60.0	62.5	57.5	53.1	60.0	62.5	55.7	51.3	58.2	60.7
32	66.3	61.9	68.9	71.3	58.5	54.2	61.1	63.5	58.5	54.2	61.1	63.5	56.8	52.4	59.3	61.8
33																
34	65.6	61.2	68.1	70.6	57.8	53.5	60.4	62.8	57.8	53.5	60.4	62.8	56.1	51.7	58.6	61.1
35	65.6	61.2	68.1	70.6	57.8	53.4	60.3	62.8	57.8	53.4	60.3	62.8	56.0	51.7	58.6	61.0
36	66.7	62.3	69.2	71.7	58.9	54.5	61.4	63.9	58.9	54.5	61.4	63.9	57.1	52.8	59.7	62.1
37	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5
38	67.1	62.7	69.7	72.1	59.3	55.0	61.9	64.3	59.3	55.0	61.9	64.3	57.6	53.2	60.1	62.6
39	67.5	63.1	70.0	72.5	59.7	55.3	62.2	64.7	59.7	55.3	62.2	64.7	57.9	53.6	60.5	62.9
40	68.0	63.6	70.5	73.0	60.2	55.9	62.8	65.2	60.2	55.9	62.8	65.2	58.5	54.1	61.0	63.5
41	67.9	63.5	70.4	72.9	60.1	55.7	62.6	65.1	60.1	55.7	62.6	65.1	58.3	54.0	60.9	63.3
42	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3
43	66.4	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.5	59.4	61.9
44																
45	65.5	61.1	68.0	70.5	57.7	53.4	60.3	62.7	57.7	53.4	60.3	62.7	56.0	51.6	58.5	61.0
46	65.5	61.1	68.0	70.5	57.7	53.3	60.2	62.7	57.7	53.3	60.2	62.7	55.9	51.6	58.5	60.9
47	66.0	61.6	68.6	71.0	58.2	53.9	60.8	63.2	58.2	53.9	60.8	63.2	56.5	52.1	59.0	61.5
48	65.2	60.8	67.7	70.2	57.4	53.0	60.0	62.4	57.4	53.0	60.0	62.4	55.7	51.3	58.2	60.7
49	66.5	62.1	69.1	71.5	58.7	54.4	61.3	63.7	58.7	54.4	61.3	63.7	57.0	52.6	59.5	62.0
50	67.2	62.8	69.7	72.2	59.4	55.0	62.0	64.4	59.4	55.0	62.0	64.4	57.7	53.3	60.2	62.7
51	67.9	63.5	70.5	72.9	60.1	55.8	62.7	65.1	60.1	55.8	62.7	65.1	58.4	54.0	60.9	63.4
52	67.8	63.4	70.3	72.8	60.0	55.6	62.6	65.0	60.0	55.6	62.6	65.0	58.3	53.9	60.8	63.3
53	66.9	62.5	69.4	71.9	59.1	54.7	61.6	64.1	59.1	54.7	61.6	64.1	57.3	53.0	59.9	62.3
54	66.5	62.1	69.0	71.4	58.7	54.3	61.2	63.7	58.7	54.3	61.2	63.7	56.9	52.6	59.5	61.9
55																
56																
57																
58																
59																
60																

MIX

Number	Day - peak A	Day - peak MT	Day - peak HT	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Evening A	Evening MT	Evening HT	Night A	Night MT	Night HT
1	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
2	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
3	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
4	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
5	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
6	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
7	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
8	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
9	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
10	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
11												
12	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
13	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
14	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
15	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
16	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
17	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
18	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
19	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
20	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
21	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
22												
23	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
24	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
25	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
26	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
27	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
28	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
29	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
30	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
31	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
32	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
33												
34	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
35	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
36	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
37	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
38	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
39	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
40	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
41	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
42	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
43	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
44												
45	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
46	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
47	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
48	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
49	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
50	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
51	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
52	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
53	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
54	.348	.016	.036	.392	.018	.041	.044	.002	.005	.087	.004	.009
55												
56												
57												
58												
59												
60												

VOLUMES

Number	Day - peak A	Day - peak MT	Day - peak HT	Day - offpeak A	Day - offpeak MT	Day - offpeak HT	Evening A	Evening MT	Evening HT	Night A	Night MT	Night HT
1	1927	89	199	1084	50	112	321	15	33	214	10	22
2	1907	88	197	1073	49	111	318	15	33	212	10	22
3	2469	114	255	1389	64	144	412	19	43	274	13	28
4	2128	98	220	1197	55	124	355	16	37	236	11	24
5	2859	131	296	1608	74	166	476	22	49	318	15	33
6	2930	135	303	1648	76	171	488	22	51	326	15	34
7	3330	153	345	1873	86	194	555	26	57	370	17	38
8	2573	118	266	1448	67	150	429	20	44	286	13	30
9	2729	125	282	1535	71	159	455	21	47	303	14	31
10	2485	114	257	1398	64	145	414	19	43	276	13	29
11	0	0	0	0	0	0	0	0	0	0	0	0
12	2172	100	225	1221	56	126	362	17	37	241	11	25
13	2152	99	223	1210	56	125	359	16	37	239	11	25
14	2761	127	286	1553	71	161	460	21	48	307	14	32
15	2424	111	251	1363	63	141	404	19	42	269	12	28
16	3143	145	325	1768	81	183	524	24	54	349	16	36
17	3372	155	349	1897	87	196	562	26	58	375	17	39
18	3802	175	393	2139	98	221	634	29	66	422	19	44
19	3661	168	379	2059	95	213	610	28	63	407	19	42
20	2979	137	308	1676	77	173	496	23	51	331	15	34
21	2699	124	279	1518	70	157	450	21	47	300	14	31
22	0	0	0	0	0	0	0	0	0	0	0	0
23	2138	98	221	1202	55	124	356	16	37	238	11	25
24	2129	98	220	1198	55	124	355	16	37	237	11	24
25	2370	109	245	1333	61	138	395	18	41	263	12	27
26	2019	93	209	1136	52	118	337	15	35	224	10	23
27	2789	128	289	1569	72	162	465	21	48	310	14	32
28	3154	145	326	1774	82	184	526	24	54	350	16	36
29	3799	175	393	2137	98	221	633	29	66	422	19	44
30	3689	170	382	2075	95	215	615	28	64	410	19	42
31	2084	96	216	1172	54	121	347	16	36	232	11	24
32	2675	123	277	1505	69	156	446	21	46	297	14	31
33	0	0	0	0	0	0	0	0	0	0	0	0
34	2272	104	235	1278	59	132	379	17	39	252	12	26
35	2246	103	232	1264	58	131	374	17	39	250	11	26
36	2910	134	301	1637	75	169	485	22	50	323	15	33
37	2499	115	258	1405	65	145	416	19	43	278	13	29
38	3224	148	334	1814	83	188	537	25	56	358	16	37
39	3483	160	360	1959	90	203	581	27	60	387	18	40
40	3948	182	408	2221	102	230	658	30	68	439	20	45
41	3835	176	397	2157	99	223	639	29	66	426	20	44
42	3035	140	314	1707	79	177	506	23	52	337	16	35
43	2754	127	285	1549	71	160	459	21	47	306	14	32
44	0	0	0	0	0	0	0	0	0	0	0	0
45	2214	102	229	1245	57	129	369	17	38	246	11	25
46	2200	101	228	1238	57	128	367	17	38	244	11	25
47	2497	115	258	1405	65	145	416	19	43	277	13	29
48	2065	95	214	1161	53	120	344	16	36	229	11	24
49	2801	129	290	1576	72	163	467	21	48	311	14	32
50	3277	151	339	1843	85	191	546	25	57	364	17	38
51	3872	178	401	2178	100	225	645	30	67	430	20	45
52	3765	173	390	2118	97	219	628	29	65	418	19	43
53	3050	140	316	1716	79	177	508	23	53	339	16	35
54	2762	127	286	1554	71	161	460	21	48	307	14	32
55	0	0	0	0	0	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0	0	0	0

Distance to CNEL Noise Contour (ft) OK / **Distance to CNEL Noise Contour (m)** OK

Number	(ft) 70 dB CNEL	(ft) 65 dB CNEL	(ft) 60 dB CNEL	(ft) 55 dB CNEL	(m) 70 dB CNEL	(m) 65 dB CNEL	(m) 60 dB CNEL	(m) 55 dB CNEL
1	61.4	191.2	522.8	>1,000	18.7	58.3	159.3	>300
2	60.9	189.5	518.9	>1,000	18.6	57.8	158.2	>300
3	78.7	242.0	636.4	>1,000	24.0	73.8	194.0	>300
4	66.4	210.4	568.2	>1,000	20.2	64.1	173.2	>300
5	90.8	275.9	712.5	>1,000	27.7	84.1	217.2	>300
6	92.8	281.9	726.7	>1,000	28.3	85.9	221.5	>300
7	105.4	316.2	800.9	>1,000	32.1	96.4	244.1	>300
8	82.1	251.2	656.1	>1,000	25.0	76.6	200.0	>300
9	87.0	264.5	687.8	>1,000	26.5	80.6	209.7	>300
10	79.2	243.4	639.4	>1,000	24.1	74.2	194.9	>300
11								
12	68.1	214.6	576.9	>1,000	20.7	65.4	175.8	>300
13	67.3	212.7	572.9	>1,000	20.5	64.8	174.6	>300
14	87.9	267.3	694.1	>1,000	26.8	81.5	211.6	>300
15	77.2	237.9	627.7	>1,000	23.5	72.5	191.3	>300
16	98.7	299.8	768.8	>1,000	30.1	91.4	234.3	>300
17	106.9	319.8	809.3	>1,000	32.6	97.5	246.7	>300
18	120.8	353.9	887.2	>1,000	36.8	107.9	270.4	>300
19	116.4	343.2	863.0	>1,000	35.5	104.6	263.1	>300
20	94.2	286.0	737.8	>1,000	28.7	87.2	224.9	>300
21	86.0	261.8	681.8	>1,000	26.2	79.8	207.8	>300
22								
23	66.8	211.3	570.1	>1,000	20.4	64.4	173.8	>300
24	66.4	210.5	568.4	>1,000	20.2	64.2	173.2	>300
25	75.3	232.9	617.0	>1,000	22.9	71.0	188.1	>300
26	63.6	199.6	544.4	>1,000	19.4	60.8	165.9	>300
27	88.8	269.8	699.4	>1,000	27.1	82.2	213.2	>300
28	99.1	300.7	770.4	>1,000	30.2	91.7	234.8	>300
29	120.8	353.7	886.8	>1,000	36.8	107.8	270.3	>300
30	117.3	345.3	867.9	>1,000	35.8	105.3	264.5	>300
31	65.1	206.1	559.1	>1,000	19.8	62.8	170.4	>300
32	85.3	259.8	677.0	>1,000	26.0	79.2	206.4	>300
33								
34	71.8	223.9	596.9	>1,000	21.9	68.2	181.9	>300
35	70.9	221.6	591.6	>1,000	21.6	67.5	180.3	>300
36	92.3	280.2	722.0	>1,000	28.1	85.4	220.1	>300
37	79.7	244.6	642.1	>1,000	24.3	74.6	195.7	>300
38	101.7	307.0	781.3	>1,000	31.0	93.6	238.1	>300
39	110.7	329.0	830.8	>1,000	33.7	100.3	253.2	>300
40	125.2	365.2	911.4	>1,000	38.2	111.3	277.8	>300
41	121.9	356.4	892.8	>1,000	37.1	108.6	272.1	>300
42	95.7	290.6	750.5	>1,000	29.2	88.6	228.7	>300
43	87.7	266.7	692.6	>1,000	26.7	81.3	211.1	>300
44								
45	69.7	218.6	585.3	>1,000	21.2	66.6	178.4	>300
46	69.2	217.3	582.6	>1,000	21.1	66.2	177.6	>300
47	79.6	244.5	641.8	>1,000	24.3	74.5	195.6	>300
48	64.6	204.2	554.9	>1,000	19.7	62.2	169.1	>300
49	89.1	270.9	701.7	>1,000	27.2	82.6	213.9	>300
50	103.6	311.7	790.0	>1,000	31.6	95.0	240.8	>300
51	123.0	359.2	899.0	>1,000	37.5	109.5	274.0	>300
52	119.7	351.2	881.0	>1,000	36.5	107.0	268.5	>300
53	96.1	291.8	753.8	>1,000	29.3	88.9	229.7	>300
54	88.0	267.4	694.3	>1,000	26.8	81.5	211.6	>300
55								
56								
57								
58								
59								
60								

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables
******** PRESS F9 to Calculate ****** then, wait approx. 10 seconds until status at lower left of window says "Ready"**

** Type in yellow cells only.
Day = 12 hours, 7:00 AM to 7:00 PM
Eve = 3 hours, 7:00 PM to 10:00 PM
Night = 9 hours, 10:00 PM to 7:00 AM

CONTOUR VALUES		
1	70	dB
2	65	dB
3	60	dB
4	55	dB

*** NOTE: TNM lookup calculations require these units, regardless of input.**

WORST HOUR Leq1h

Number	Roadway	Segment Location	Hard or Soft Ground (H or S)	Total Daily Traffic Volumes	SPEED KPH	Mix Number	BARRIER Present (1=yes)	Height (2 to 9 m)	Distance (10 or 30 m)	Receiver Distance (feet)	dBA Leq	Level contributions Day - peak A	MT	HT	VOLUMES Day A	MT	HT	Distance to Leq Noise Contour (ft) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq	Distance to Leq Noise Contour (m) OK 70 dBA Leq	65 dBA Leq	60 dBA Leq	55 dBA Leq
					METRIC*			METRIC*	METRIC*	ENGLISH*															
1	Wilshire Blvd - Existing	Between Westlake Ave & Alvara	h	22150	56	1	0			75	69.9	64.9	60.5	67.4	1927	89	199	72.8	226.4	602.7	>1,000	22.2	69.0	183.7	>300
2	Wilshire Blvd -Existing	Between Alvarado St & Park Vie	h	21920	56	1	0			75	69.8	64.8	60.5	67.4	1907	88	197	71.9	224.2	597.7	>1,000	21.9	68.3	182.2	>300
3	Wilshire Blvd -Existing	Between Shatto Pl & Vermont A	h	28380	56	1	0			75	71.0	66.0	61.6	68.5	2469	114	255	93.3	283.3	730.6	>1,000	28.4	86.4	222.7	>300
4	Wilshire Blvd -Existing	Between Oxford Ave & Western	h	24460	56	1	0			75	70.3	65.3	60.9	67.9	2128	98	220	81.0	248.3	649.8	>1,000	24.7	75.7	198.1	>300
5	#REF!	Between Crenshaw Blvd & Lorr	h	32860	56	1	0			75	71.6	66.6	62.2	69.1	2859	131	296	108.3	323.2	817.4	>1,000	33.0	98.5	249.1	>300
6	Wilshire Blvd - Existing	Between San Vicente Blvd & To	h	33680	56	1	0			75	71.7	66.7	62.3	69.2	2930	135	303	111.2	330.2	833.6	>1,000	33.9	100.7	254.1	>300
7	Wilshire Blvd - Existing	Between Beverly Glen Blvd & H	h	38280	56	1	0			75	72.3	67.3	62.9	69.8	3330	153	345	126.1	367.6	916.0	>1,000	38.4	112.0	279.2	>300
8	Wilshire Blvd -Existing	Between Glendon Ave & Westw	h	29580	56	1	0			75	71.1	66.1	61.8	68.7	2573	118	266	96.7	293.5	757.5	>1,000	29.5	89.5	230.9	>300
9	Wilshire Blvd -Existing	Between Barrington Ave & Ston	h	31370	56	1	0			75	71.4	66.4	62.0	68.9	2729	125	282	102.9	310.0	786.4	>1,000	31.4	94.5	239.7	>300
10	Wilshire Blvd -Existing	Between Saltair Ave & Bundy D	h	28560	56	1	0			75	71.0	66.0	61.6	68.5	2485	114	257	93.8	284.9	734.8	>1,000	28.6	86.8	224.0	>300
11															0	0	0								
12	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24960	56	1	0			75	70.4	65.4	61.0	67.9	2172	100	225	82.7	252.8	659.8	>1,000	25.2	77.0	201.1	>300
13	Wilshire Blvd -Opening Year (2	Between Alvarado St & Park Vie	h	24730	56	1	0			75	70.4	65.4	61.0	67.9	2152	99	223	81.9	250.7	655.0	>1,000	25.0	76.4	199.6	>300
14	Wilshire Blvd - Opening Year (2	Between Shatto Pl & Vermont A	h	31740	56	1	0			75	71.4	66.5	62.1	69.0	2761	127	286	104.3	313.3	794.0	>1,000	31.8	95.5	242.0	>300
15	Wilshire Blvd - Opening Year (2	Between Oxford Ave & Western	h	27860	56	1	0			75	70.9	65.9	61.5	68.4	2424	111	251	91.8	278.8	718.9	>1,000	28.0	85.0	219.1	>300
16	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	36130	56	1	0			75	72.0	67.0	62.6	69.6	3143	145	325	119.3	350.2	878.9	>1,000	36.4	106.8	267.9	>300
17	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	38760	56	1	0			75	72.3	67.3	62.9	69.9	3372	155	349	127.5	371.7	924.1	>1,000	38.9	113.3	281.7	>300
18	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43700	56	1	0			75	72.8	67.8	63.5	70.4	3802	175	393	144.2	412.1	>1,000	>1,000	44.0	125.6	>300	>300
19	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42080	56	1	0			75	72.7	67.7	63.3	70.2	3661	168	379	138.7	398.9	983.7	>1,000	42.3	121.6	299.8	>300
20	Wilshire Blvd -Opening Year (20	Between Barrington Ave & Ston	h	34240	56	1	0			75	71.8	66.8	62.4	69.3	2979	137	308	113.1	334.9	844.4	>1,000	34.5	102.1	257.4	>300
21	Wilshire Blvd -Opening Year (20	Between Saltair Ave & Bundy D	h	31020	56	1	0			75	71.3	66.4	62.0	68.9	2699	124	279	101.6	306.8	780.9	>1,000	31.0	93.5	238.0	>300
22															0	0	0								
23	Wilshire Blvd - Opening Year (2	Between Westlake Ave & Alvara	h	24570	56	1	0			75	70.3	65.3	61.0	67.9	2138	98	221	81.4	249.3	651.9	>1,000	24.8	76.0	198.7	>300
24	Wilshire Blvd - Opening Year (2	Between Alvarado St & Park Vie	h	24470	56	1	0			75	70.3	65.3	60.9	67.9	2129	98	220	81.0	248.3	650.0	>1,000	24.7	75.7	198.1	>300
25	Wilshire Blvd -Opening Year (20	Between Shatto Pl & Vermont A	h	27240	56	1	0			75	70.8	65.8	61.4	68.3	2370	109	245	89.9	273.3	706.9	>1,000	27.4	83.3	215.5	>300
26	Wilshire Blvd -Opening Year (20	Between Oxford Ave & Western	h	23210	56	1	0			75	70.1	65.1	60.7	67.6	2019	93	209	76.7	236.6	624.9	>1,000	23.4	72.1	190.5	>300
27	Wilshire Blvd -Opening Year (20	Between Crenshaw Blvd & Lorr	h	32060	56	1	0			75	71.5	66.5	62.1	69.0	2789	128	289	105.4	316.2	800.8	>1,000	32.1	96.4	244.1	>300
28	Wilshire Blvd -Opening Year (20	Between San Vicente Blvd & To	h	36250	56	1	0			75	72.0	67.0	62.6	69.6	3154	145	326	119.7	351.2	881.0	>1,000	36.5	107.0	268.5	>300
29	Wilshire Blvd -Opening Year (20	Between Beverly Glen Blvd & H	h	43670	56	1	0			75	72.8	67.8	63.5	70.4	3799	175	393	144.1	411.9	>1,000	>1,000	43.9	125.5	>300	>300
30	Wilshire Blvd -Opening Year (20	Between Glendon Ave & Westw	h	42400	56	1	0			75	72.7	67.7	63.3	70.2	3689	170	382	139.8	401.5	>1,000	>1,000	42.6	122.4	>300	>300
31	Wilshire Blvd - Opening Year (2	Between Barrington Ave & Ston	h	23950	56	1	0			75	70.2	65.2	60.8	67.8	2084	96	216	79.3	243.6	639.8	>1,000	24.2	74.2	195.0	>300
32	Wilshire Blvd - Opening Year (2	Between Saltair Ave & Bundy D	h	30750	56	1	0			75	71.3	66.3	61.9	68.9	2675	123	277	100.6	304.3	776.6	>1,000	30.7	92.8	236.7	>300
33															0	0	0								
34	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	26110	56	1	0			75	70.6	65.6	61.2	68.1	2272	104	235	86.4	262.8	684.2	>1,000	26.3	80.1	208.6	>300
35	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	h	25820	56	1	0			75	70.6	65.6	61.2	68.1	2246	103	232	85.5	260.3	678.2	>1,000	26.1	79.3	206.7	>300
36	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	33450	56	1	0			75	71.7	66.7	62.3	69.2	2910	134	301	110.4	328.3	829.1	>1,000	33.6	100.1	252.7	>300
37	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	28720	56	1	0			75	71.0	66.0	61.6	68.6	2499	115	258	94.3	286.3	738.6	>1,000	28.7	87.3	225.1	>300
38	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	37060	56	1	0			75	72.1	67.1	62.7	69.7	3224	148	334	122.3	357.5	895.2	>1,000	37.3	109.0	272.9	>300
39	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	40040	56	1	0			75	72.5	67.5	63.1	70.0	3483	160	360	131.3	382.3	945.3	>1,000	40.0	116.5	288.1	>300
40	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	45380	56	1	0			75	73.0	68.0	63.6	70.5	3948	182	408	149.8	425.3	>1,000	>1,000	45.7	129.6	>300	>300
41	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	44080	56	1	0			75	72.9	67.9	63.5	70.4	3835	176	397	145.5	415.1	>1,000	>1,000	44.4	126.5	>300	>300
42	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	34890	56	1	0			75	71.9	66.9	62.5	69.4	3035	140	314	115.3	340.3	856.6	>1,000	35.1	103.7	261.1	>300
43	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31650	56	1	0			75	71.4	66.4	62.1	69.0	2754	127	285	103.9	312.5	792.0	>1,000	31.7	95.3	241.4	>300
44															0	0	0								
45	Wilshire Blvd - Horizon Year (20	Between Westlake Ave & Alvara	h	25450	56	1	0			75	70.5	65.5	61.1	68.0	2214	102	229	84.3	257.1	670.4	>1,000	25.7	78.4	204.3	>300
46	Wilshire Blvd - Horizon Year (20	Between Alvarado St & Park Vie	h	25290	56	1	0			75	70.5	65.5	61.1	68.0	2200	101	228	83.8	255.7	667.0	>1,000	25.5	77.9	203.3	>300
47	Wilshire Blvd - Horizon Year (20	Between Shatto Pl & Vermont A	h	28700	56	1	0			75	71.0	66.0	61.6	68.6	2497	115	258	94.2	286.1	738.1	>1,000	28.7	87.2	225.0	>300
48	Wilshire Blvd - Horizon Year (20	Between Oxford Ave & Western	h	23730	56	1	0			75	70.2	65.2	60.8	67.7	2065	95	214	78.5	241.5	635.4	>1,000	23.9	73.6	193.7	>300
49	Wilshire Blvd - Horizon Year (20	Between Crenshaw Blvd & Lorr	h	32200	56	1	0			75	71.5	66.5	62.1	69.1	2801	129	290	105.9	317.4	803.7	>1,000	32.3	96.8	245.0	>300
50	Wilshire Blvd - Horizon Year (20	Between San Vicente Blvd & To	h	37670	56	1	0			75	72.2	67.2	62.8	69.7	3277	151	339	124.2	362.3	905.7	>1,000	37.9	110.4	276.1	>300
51	Wilshire Blvd - Horizon Year (20	Between Beverly Glen Blvd & H	h	44510	56	1	0			75	72.9	67.9	63.5	70.5	3872	178	401	147.0	418.5	>1,000	>1,000	44.8	127.6	>300	>300
52	Wilshire Blvd - Horizon Year (20	Between Glendon Ave & Westw	h	43280	56	1	0			75	72.8	67.8	63.4	70.3	3765	173	390	142.8	408.7	>1,000	>1,000	43.5	124.6	>300	>300
53	Wilshire Blvd - Horizon Year (20	Between Barrington Ave & Ston	h	35060	56	1	0			75	71.9	66.9	62.5	69.4	3050	140	316	115.8	341.7	859.7	>1,000	35.3	104.1	262.0	>300
54	Wilshire Blvd - Horizon Year (20	Between Saltair Ave & Bundy D	h	31750	56	1	0			75	71.4	66.5	62.1	69.0	2762	127	286	104.3	313.4	794.2	>1,000	31.8	95.5	242.1	>300
55															0	0	0								
56															0	0	0								
57															0	0	0								
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Community Impact Assessment
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California

Prepared for:

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Acronyms and Abbreviations

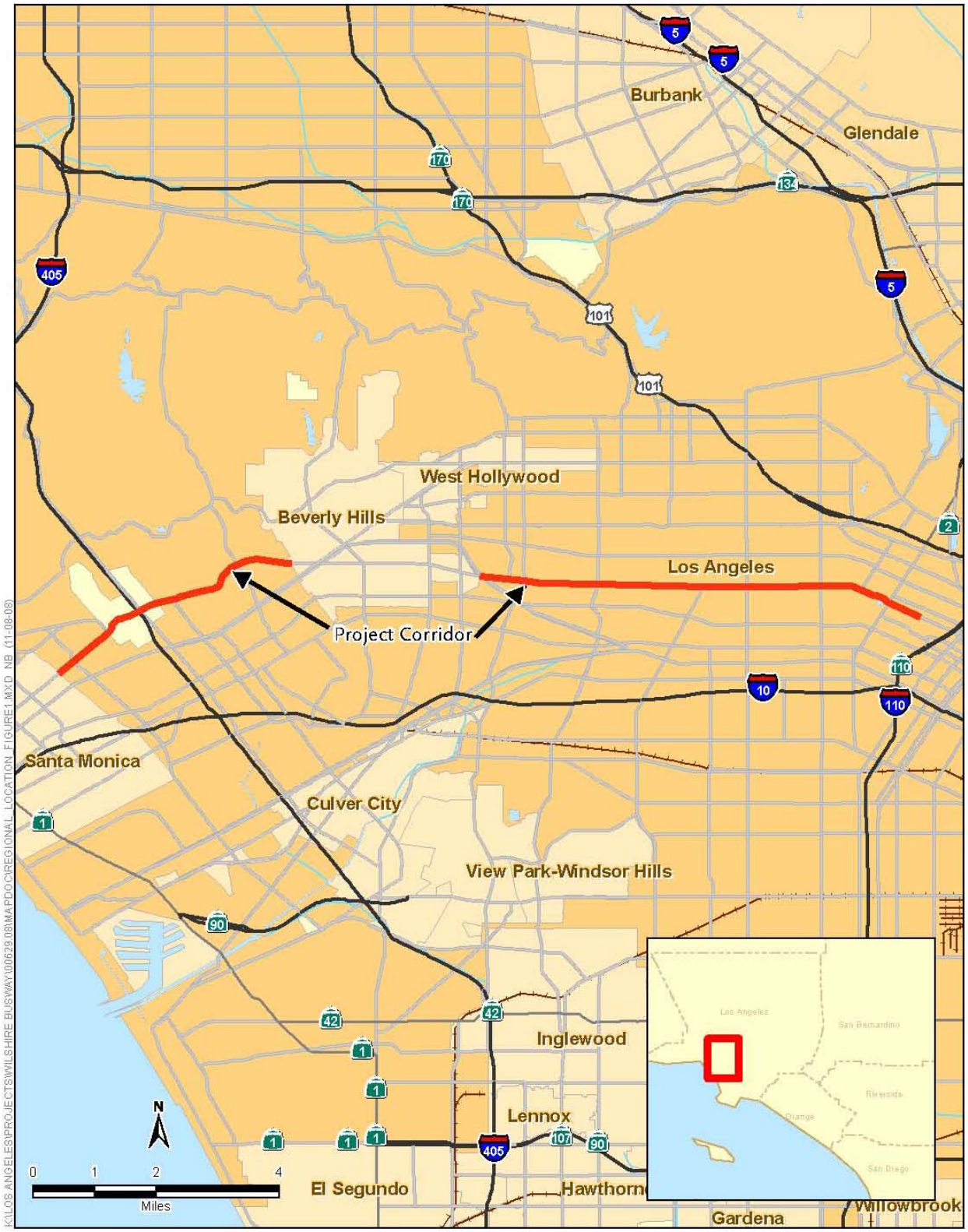
APE	area of potential effects
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CIA	community impact assessment
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
LACMTA	Los Angeles County Metropolitan Transpiration Authority
National Register	National Register of Historic Places
proposed project	Wilshire Bus Rapid Transit Project
ROW	right-of-way
SF	Summary File
VA	Veterans Administration

Introduction

ICF International has prepared this community impact assessment (CIA) memorandum for the Los Angeles County Metropolitan Transportation Authority (LACMTA) to evaluate community impacts as a result of the Wilshire Bus Rapid Transit Project (proposed project). The proposed project is to be located along Wilshire Boulevard between Valencia Street just west of downtown Los Angeles to Centinela Avenue immediately adjacent to the City of Santa Monica, excluding the portion of the corridor within the City of Beverly Hills (see Figures 1 and 2). The methodology used in this CIA is in accordance with the guidelines specified by the Federal Transit Authority (FTA) and LACMTA. This memorandum is intended to serve as a supporting technical memorandum for the environmental documentation for the proposed project.

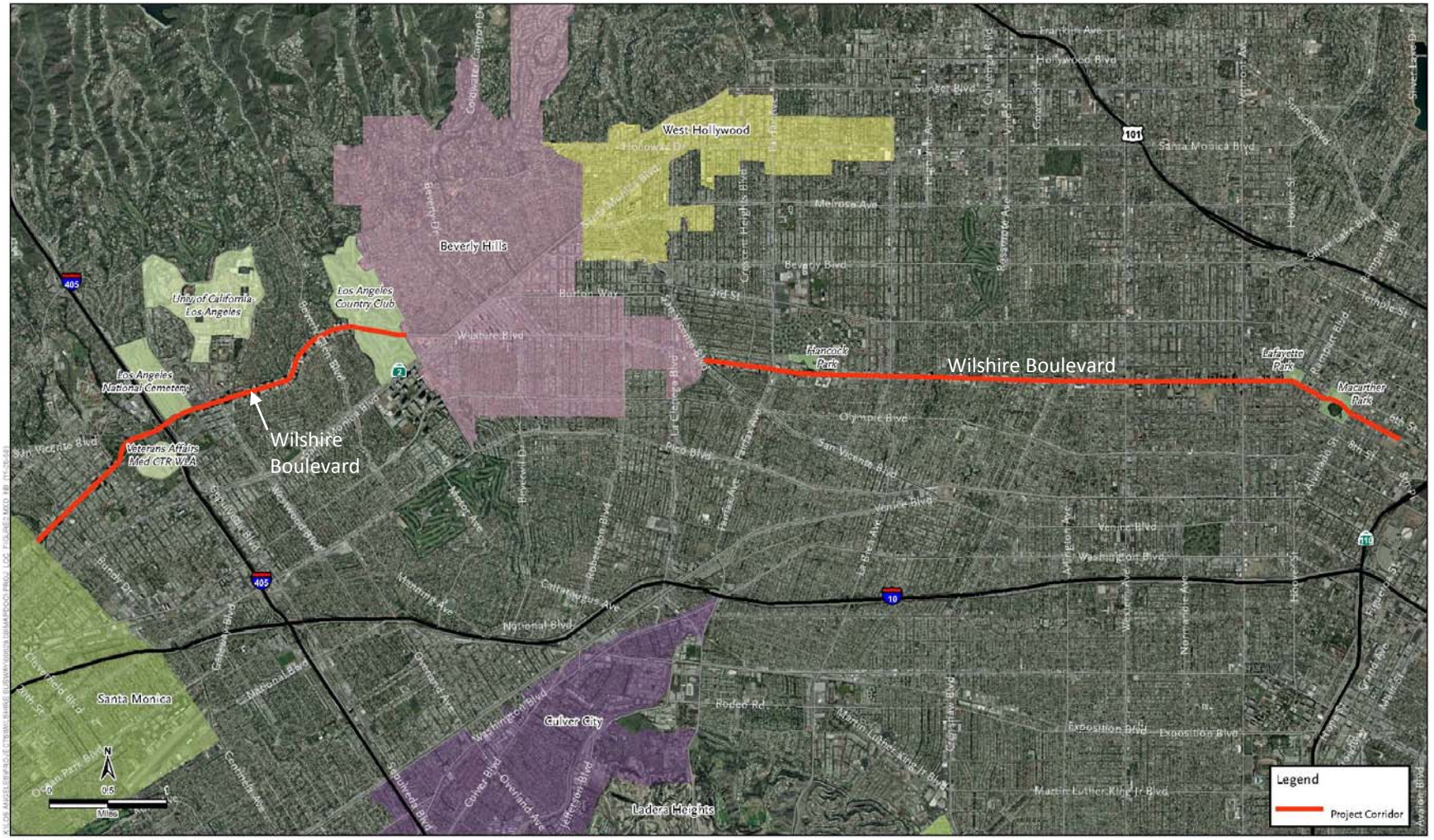
The analysis includes requirements of Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Lower-Income Populations (February 11, 1994). This requires environmental documentation to address "disproportionately high and adverse human health or environmental effects" of federally funded projects "on minority populations and lower-income populations" and ensure that the project does not "have the effect of subjecting persons to discrimination because of their race, color, or national origin."

Figure 1: Regional Location Map



SOURCE: ESRI Streetmap USA (2007)

Figure 2: Project Vicinity Map



Executive Summary

The Wilshire Bus Rapid Transit Project (proposed project) would not result in long-term, significant adverse impacts on population or housing in the proposed corridor. The construction and operation of the project would be carried out within the existing right-of-way (ROW). No acquisitions or displacements would be necessary for the proposed project. Businesses and residences in the project vicinity could experience temporary impacts from increased dust and noise, diminished access, and general inconveniences during the construction period; however, these impacts would be both temporary and minor. The project is consistent with the local plans and compatible with surrounding land uses. The proposed project would not result in an adverse impact on the public services and community facilities in the project area. The proposed project would result in a loss of 11 parking places between Western Avenue and Fairfax Avenue, loss of approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue during peak hours (53 on the north side of the street and 32 on the south side), and a number of mature trees along the proposed corridor. Appropriate avoidance, minimization, and/or mitigation measures have been identified to minimize impacts, where feasible.

Project Overview

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has initiated the Wilshire Bus Rapid Transit Project along a total of 9.9 miles of Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The project corridor spans, but does not include the 2.6-mile portion of the corridor within the City of Beverly Hills. Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles area would be "converted" to bus and right-turn only operation in the peak periods (7–9 a.m. & 4–7 p.m.) on weekdays. The curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added to Wilshire Boulevard as new lanes by widening or with the removal of jut-outs. Upgrades to the transit signal priority system include (1) the addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in maximum available time for transit signal priority from 10% to 15% of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. A portion of the proposed project is under County jurisdiction, between Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities. Key elements of the County's project scope include widening Wilshire Boulevard between Bonsall Avenue and Federal Avenue, reduction of adjacent sidewalks to a uniform width of 10 feet, traffic lane restriping, adjustments to geometrics and traffic signals, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative.

Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue includes the development of 7.7 miles of bus lanes as compared to the 9.7 miles with the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from Valencia Avenue to South Park View Street, totaling 0.7 mile; from Comstock Avenue to Selby Avenue, totaling 1.0 mile; and from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-1, an additional 0.6 mile of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a transit signal priority (TSP) communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and South Park View Street; inclusion of an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard; elimination of the bus lane between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue); retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard includes the development of 5.4 miles of bus lanes within the project limits of Wilshire Boulevard and Valencia Street to Wilshire Boulevard and Centinela Avenue, as compared to the 9.7 miles developed under the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from the western border of the City of Beverly Hills to Centinela Avenue, totaling 3.8 miles. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-2, up to an additional 2.0 miles of curb lane reconstruction/resurfacing would occur between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a TSP communication system upgrade to improve the existing TSP.

The key differences between this refined alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and South Park View Street; inclusion of up to an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard; elimination of the bus lane from the western border of the City of Beverly Hills to Centinela Avenue; and retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Community Profile

Land Use. The proposed corridor is located across five different Community Plan Areas in the City of Los Angeles. The Community Plan Areas are Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood–Pacific Palisades. Wilshire Boulevard is a densely developed corridor with commercial development along both sides.

Within the **Westlake Community Plan Area**, Wilshire Boulevard extends from Valencia Street to Lafayette Park Place. Within this Community Plan Area, land uses along Wilshire Boulevard are mainly commercial, including office and retail (small businesses and strip malls), interspersed with some residential uses, parking lots, and recreational facilities such as MacArthur Park and Lafayette Multipurpose Center. The area consists of a mix of mid-rise (8–10 stories) and low-rise buildings.

Within the **Wilshire Community Plan Area**, Wilshire Boulevard extends from Lafayette Park Place to San Vicente Boulevard (City of Beverly Hills boundary). Within this Community Plan Area, a long, narrow corridor of commercial activity exists along Wilshire Boulevard. The commercial activities along the corridor in the Wilshire Community Plan Area comprise professional offices and retail (strip mall and small businesses) interspersed with multi-family residential areas. Additionally, the corridor includes recreational facilities, such as the Museum Row, Hancock Park, and La Brea Tar Pits. The buildings fronting Wilshire Boulevard contain several high-rise (20 stories) and mid-rise (8–10 stories) office buildings.

Within the **Westwood Community Plan Area**, Wilshire Boulevard extends from City of Beverly Hills boundary to Veterans Avenue. Within this Community Plan Area, the proposed corridor consists of multi-family residential units. High-rise towers are located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue. Near Westwood Boulevard, the high-rise office corridor serves as a regional business center with financial institutions and corporate headquarters. Both the Los Angeles Country Club and the Los Angeles National Cemetery are within the Westwood Community Plan Area. The buildings fronting Wilshire Boulevard are high-rise (20 stories) and mid-rise (8–10 stories) office buildings.

Within the **West Los Angles Community Plan Area**, Wilshire Boulevard extends from Federal Avenue to Centinela Avenue (City of Santa Monica boundary). Within this Community Plan Area, the proposed corridor consists of commercial uses, primarily strip development. The majority of commercial facilities are either small-scale and freestanding or mini-mall buildings designed

primarily to serve local neighborhoods. The Wilshire corridor in this Community Plan Area includes the Los Angeles Veterans Administration and Hospital Complex. The area consists of a mix of mid-rise (8–10 stories) and low-rise buildings.

The portion of Wilshire corridor in the **Brentwood–Pacific Palisades Community Plan Area** (north of Wilshire Avenue, between Federal Avenue on the east and Centinela Avenue on the west form the street limits for Community Plan Area along proposed corridor) is mainly comprised of commercial uses, such as offices and small-scale and freestanding or mini-mall commercial developments. The area consists of a mix of mid-rise (8–10 stories) and low-rise buildings.

Table 1 describes existing land uses, affected neighborhoods, and community facilities adjacent to corridor segments (corridor segments are defined as street segments between two sequential Rapid bus stops). Figures 3a–3c show the land use along with the Community Plan Area boundaries along the proposed corridor.

Table 1: Proposed Project Land Uses

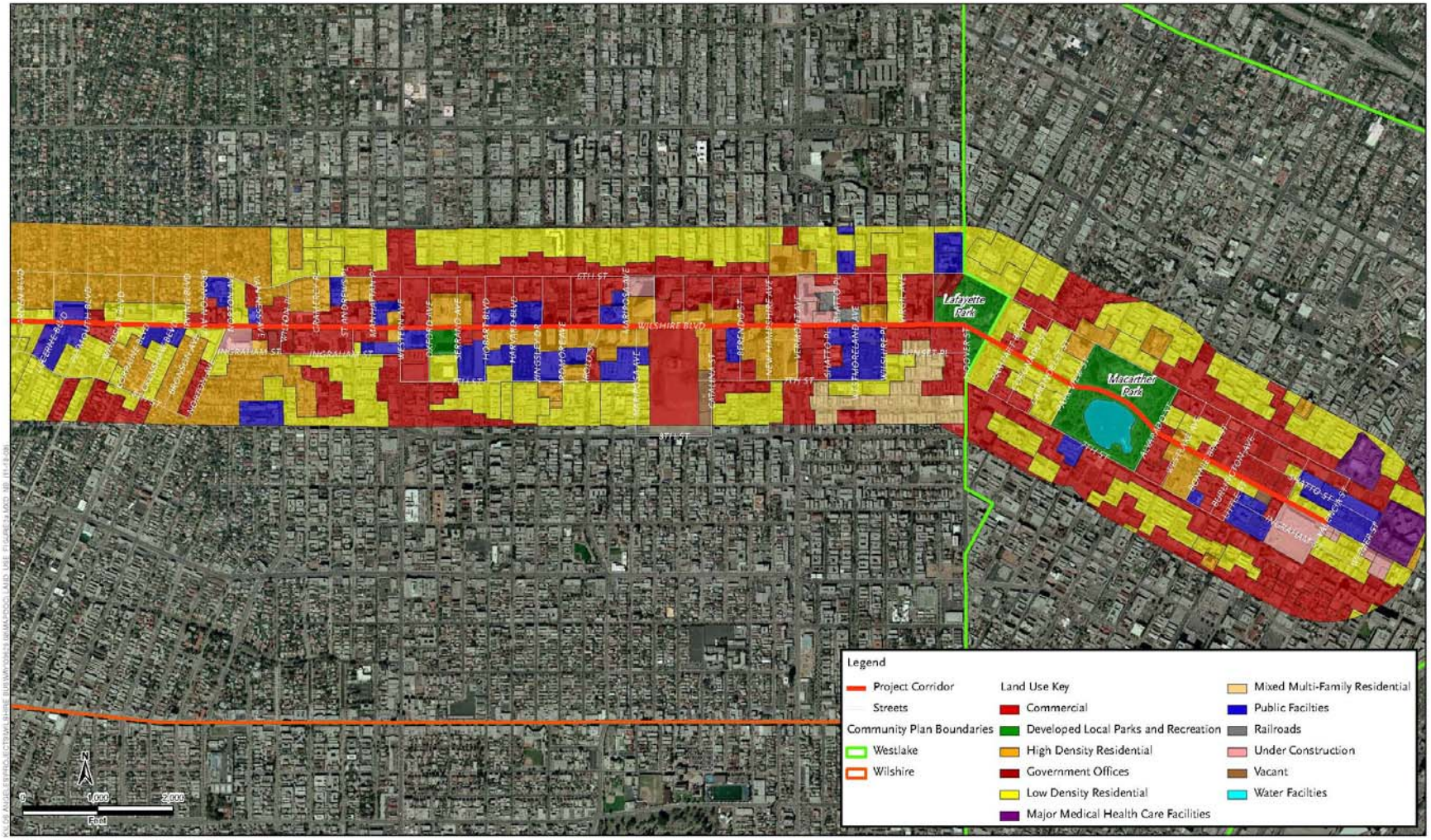
Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
Valencia to Alvarado	Office, Retail (strip malls), Parking lots, Multi-Family Residential	Los Angeles Medical Center, Nuestra Alvarado Medical Center, MacArthur Park Redline/Purple Line Station	John H. Liechty Middle School, Esperanza Elementary, Mid-City Adult Learning Center, Los Angeles Early Intervention Center, LAFD Fire station No. 11, and Los Angeles Medical Center. More than ten churches, such as United Presbyterian Church, Harvest Church of Los Angeles, Council of Korean Unification, Harvest Church of Los Angeles, etc.	Westlake/MacArthur Park
Alvarado to Vermont	Office, Retail, Educational, Multi-Family Residential	MacArthur Park, Lafayette Multipurpose Community Center, Vermont Redline/Purple Line Station	College of Southern California, Southwestern Law School, Charles White Elementary School, Harold Mac Allister High School, Metropolitan Skills Center, Gabriella Charter School, Shriner's Hospital for Children. More than ten churches, such as Cana Presbyterian Church, Miju Sungmoon Presbyterian Church, etc	Lafayette Park, Koreatown
Vermont to Normandie	Office, Retail, Multi-Family Residential	Former Ambassador Hotel Site, Normandie Redline/Purple Line Station, Koreatown, Wiltern Theatre	Los Angeles Leadership Academy, Cheerful Helpers Family and Study Center. More than ten churches, such as Wilshire Christian Church, American Baptist Church, Founders Church, Light of Glory Church, etc.	Koreatown
Normandie to Western	Office, Retail	Western Purple Line Station	Hobart Blvd Elementary, Camino Nuevo Charter School, Pio Pico Public Library, St. Basil's Catholic Church, Korean Evangelical Church, International Presbyterian Church, Calvary Faith Church, Doulos Mission Church, Nasung Yang Moon Church, Mijoo Yang Kog Presbyterian Church, Wilshire Boulevard Temple	Koreatown

Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
Western to Crenshaw	Office, Retail, Multi-Family Residential	Getty House	Wilton Place Elementary, Wilshire Park Elementary, Excel Education Academy LAFD Fire Station No. 29, St. James Episcopal School. More than ten churches, such as Christ Church, St. James Episcopal Church, Our Savior's Lutheran Church, California Calvary Church, etc.	Koreatown, Wilshire Center, Mid-Wilshire
Crenshaw to La Brea	Office, Retail, Multi-Family Residential		Burroughs Middle School, Wilshire Private School, Meridian Institute. More than ten churches, such as God's People Church, Hon-Michi Congregation of Los Angeles, Oasis Christian Center, Iglesia De Jesucristo, Guadalupe Missioners, Wilshire United Methodist Church etc.	Mid-Wilshire, Miracle Mile, Hancock Park
La Brea to Fairfax	Office Retail, Museum District	Museum Row, LACMA, Petersen Automotive Museum, Simon Wiesenthal Center Museum of Tolerance, George C. Page Museum of La Brea Discoveries, Museum of Television and Radio, Craft and Folk Art Museum, Hancock Park, Miracle Mile, La Brea Tar Pits	Cathedral Chapel School, Shalhavet School, Museums, West Bethel Presbyterian Church, Cathedral Chapel of St Vibiana, Jewish Historical Society of Southern California, Chabad Synagogue	Mid-Wilshire, Miracle Mile
Fairfax to La Cienega/ Los Angeles City Border	Retail, Office	Museum of Tolerance	La Cienega Park, Temple of the Arts, Congregation Torah V Chesed, Los Angeles Church-Religious, Scottish Rite Temple-LA, Christ Citadel International Church, Church of Religious Science, Ohev Shalom Congregation	Miracle Mile, Carthay Square South, Carthay Circle
Beverly Hills City Border to Westwood	Open Space, Office, High-Rise Residential	Westwood Village	Sinai Akiba Academy, Westwood United Methodist Pre-school, Los Angeles Country Club, Fairburn Avenue Elementary School, Westwood Presbyterian School, Sephardic Temple Tifereth, Westwood Presbyterian Church, University Bible Church, 28th	Westwood, Boulevard Heights

Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
			Church-Christ Scientist, University Presbyterian Church, Westwood Hills Christian Church	
Westwood to Veteran	Institutional, Retail, Office	Westwood Village, UCLA and UCLA Medical Center, Veterans Administration and Hospital, Los Angeles National Cemetery	UCLA Medical Center, Westwood Charter Elementary, Los Angeles National Cemetery	Westwood, West Los Angeles
Veteran to Barrington	Institutional, Retail, Office	Veterans Administration and Hospital, Wadsworth Theatre, West Wilshire Medical Center	Westwood Park, Westside Shepherd of the Hills Church	West Los Angeles, Brentwood
Barrington to Centinela	Office , Retail	Bel Air Surgical Center	University High/ Indian Springs Continuation School, Brockton Avenue Elementary, Church of Jesus Christ of LDS, Christian Science Church,	West Los Angeles, Brentwood

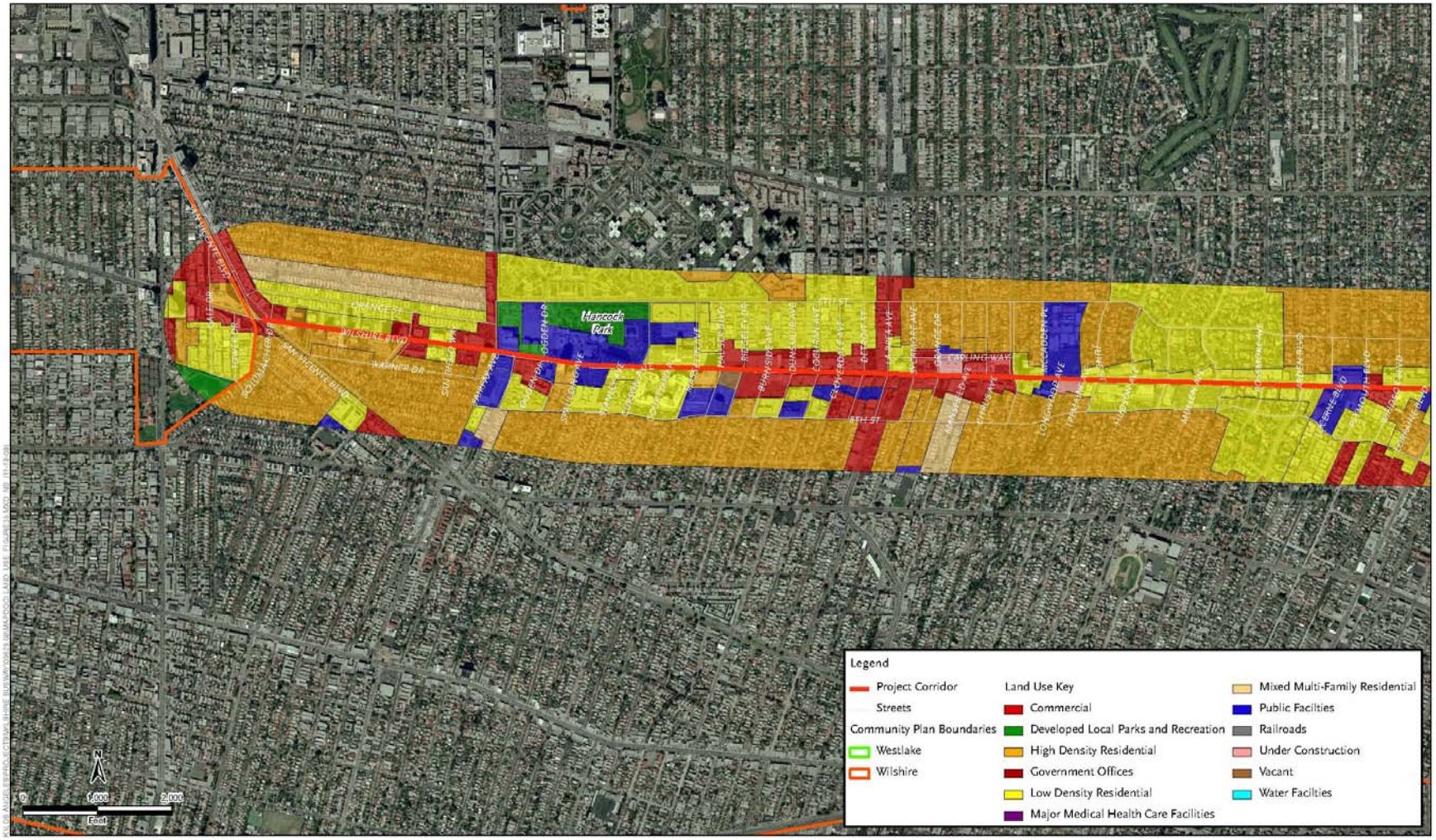
Source: Mid-City/Westside Transit Draft EIS/EIR, Google Earth 2008, Compiled by ICF Jones and Stokes 2008.

Figure 3a: Land Use



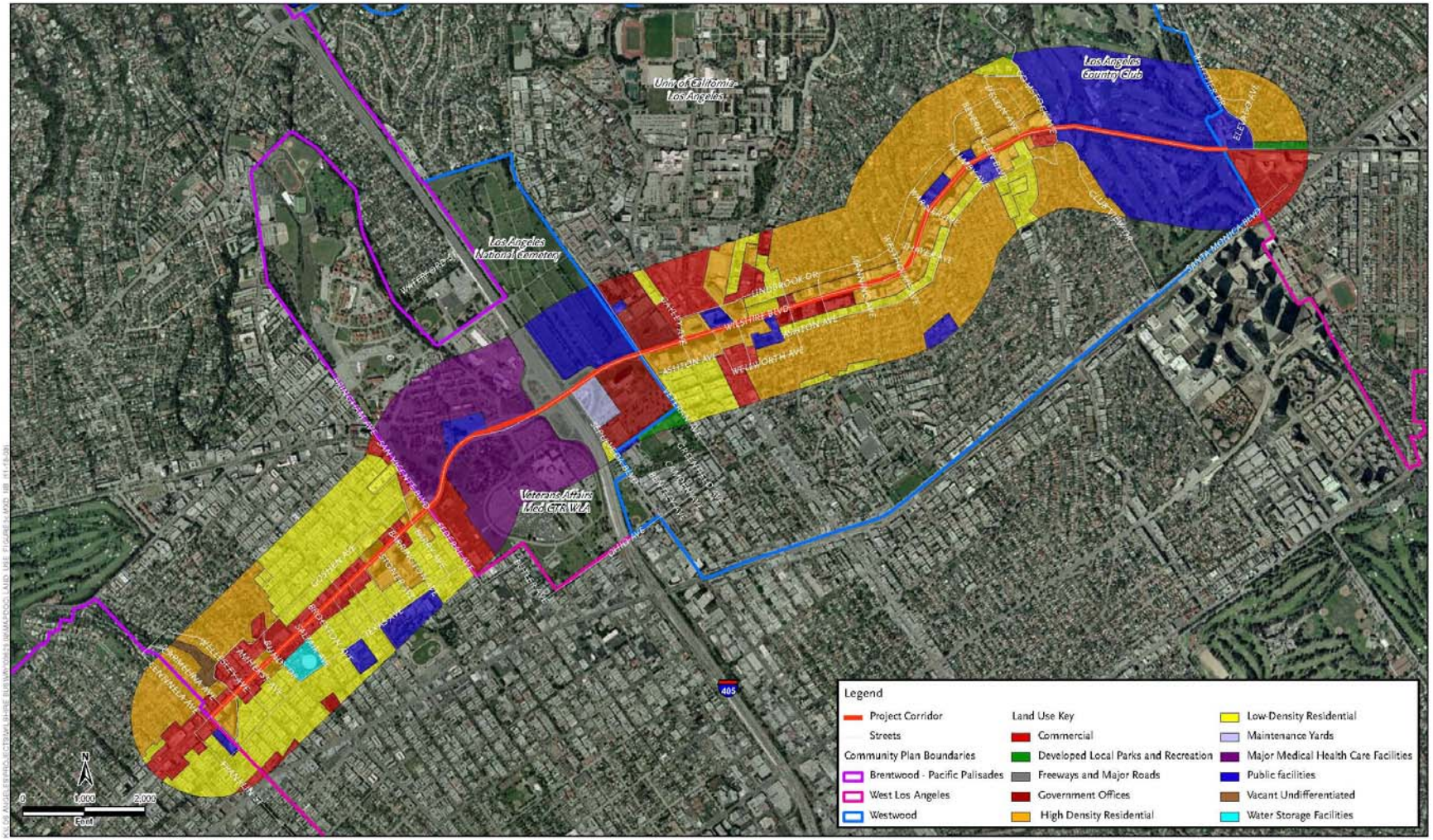
SOURCE: ESRI USA Imagery (2006), SCAG (2005)

Figure 3b: Land Use



SOURCE: ESRI USA Imagery (2006), SCAG (2005)

Figure 3c: Land Use



SOURCE: ESRI USA Imagery (2006), SCAG (2005)

Demographic Characteristics. Data for the Community Plan Areas and the county and City of Los Angeles were gathered to present a demographic profile of the communities. Table 2 presents the racial and ethnic details of the Community Plan Areas and the county and City of Los Angeles. Table 3 presents poverty levels of the Community Plan Areas and the County and City of Los Angeles.

According to the 2000 Census Data, the city as a whole has a population of 3,694,820 persons. Approximately 46.5% of the population is identified as Hispanic, 29.7% is identified as White, 10.9% is identified as African-American and approximately 12.9% is identified as other.[1] On the other hand, the County of Los Angeles has a total population of 9,519,338; approximately 44.6% of population was Hispanic, 31.1% population was identified as White, 9.5% as African-American, and the remaining population of approximately 14.8% belonged to other racial/ethnic groups.

In comparison to the city and county, three of the five Community Plan Areas along the proposed corridor are predominantly White. Brentwood–Pacific Palisades Community Plan Area has a majority White population, with about 87% of the population identifying themselves as White. In the Westwood Community Plan Area, about 63% of the population identified themselves as White, followed by about 23% Asian, and 7% Hispanic. In the West Los Angeles Community Plan Area, about 65% of the population identified themselves as White, followed by about 14% of population being Asian; about 14% population identified themselves as Hispanic, and the rest (7%) belonged to other racial/ethnic groups.

The Westlake and Wilshire Community Plan Areas are dominated by a non-White population. Only about 4% of the population in Westlake and about 24% of the population in the Wilshire Community Plan Area identified themselves as White. About 78% of population Westlake Community Plan Area and 41% in Wilshire Community Plan Area identified themselves as Hispanic. Population of Asian origin formed the next largest racial/ethnic group in both community plan areas.

In terms of low-income population, approximately 18% and 22% of the county and city populations, respectively, are below the poverty line. In comparison, the Brentwood–Pacific Palisades and West Los Angeles Community Plan Areas have a lower share of population below poverty line (see Table 3). In the Westlake and Wilshire Community Plan Areas, 53% and 32% of the population, respectively, live below poverty. Both the numbers are higher than county and city levels (see Table 3). The Westwood Community Plan Area has 22% of its population below poverty line, which is comparable to the City of Los Angeles but higher than the county.

Neighborhood Characteristics. The Wilshire corridor is one of the major east-west commercial corridors in the City of Los Angeles. The Wilshire corridor also forms a central spine for commercial activity for several neighborhoods, including Westlake, Lafayette Park, Koreatown, Wilshire Center, Mid-Wilshire, Hancock Park, Miracle Mile, Carthay Circle, Carthay Square, Westwood, Boulevard Heights, West Los Angeles, and Brentwood Village. Most of these neighborhoods are high-density neighborhoods dominated by multifamily housing.

[1] Other includes people identified as Asian, Pacific Islander, Native American, and bi-racial.

Table 2: Race and Ethnic Information

Jurisdiction/ Community Plan Area	Total Population	White (Non Hispanic)	%	African American	%	American Indian/ Native American	%	Asian	%	Hawaiian/ Pacific Islander	%	Other Race	%	Two or More Races	%	Hispanic	%
County of Los Angeles	9,519,338	2,959,614	31.1	901,472	9.5	25,609	0.3	1,124,569	11.8	23,265	0.2	19,935	0.2	222,661	2.3	4,242,213	44.6
City of Los Angeles	3,694,820	1,099,188	29.7	401,986	10.9	8,897	0.2	364,850	9.9	4,484	0.1	9,065	0.2	87,277	2.4	1,719,073	46.5
Brentwood–Pacific Palisades	54,118	46,839	86.5	481	0.9	51	0.1	3,119	5.8	23	0.0	160	0.3	1,202	2.2	2,243	4.1
Westlake	106,710	4,463	4.2	4,291	4.0	335	0.3	13,679	12.8	35	0.0	128	0.1	1,011	0.9	82,768	77.6
Wilshire	292,101	69,097	23.7	25,727	8.8	513	0.2	68,060	23.3	158	0.1	895	0.3	6,952	2.4	120,699	41.3
Westwood	49,298	31,131	63.1	1,000	2.0	42	0.1	11,079	22.5	68	0.1	182	0.4	2,314	4.7	3,482	7.1
West Los Angeles	71,944	46,866	65.1	2,101	2.9	101	0.1	10,030	13.9	70	0.1	201	0.3	2,718	3.8	9,857	13.7

Source: U.S. Bureau of Census, 2000, Summary File (SF) 1; Los Angeles City Planning Department website 2008.

Table 3: Poverty Level

Jurisdiction/ Community Plan Area	Population for Whom Poverty Is Determined	Population below Poverty Line	% of Population below Poverty Line
County of Los Angeles	9,349,771	1,674,599	17.9
City of Los Angeles	3,622,606	801,050	22.1
Brentwood-Pacific Palisades	54,110	3,258	6.0
Westlake	106,711	56,138	52.6
Wilshire	292,059	92,735	31.8
Westwood	49,306	10,838	22.0
West Los Angeles	71,944	10,336	14.4

Source: U.S. Bureau of Census, 2000, Summary File (SF) 1; Los Angeles City Planning Department website 2008.

The commercial activities along the corridor are mainly professional offices and small retail businesses.

Community Facilities and Services. Table 1 lists community facilities within 0.25 mile of the proposed corridor. Wilshire Boulevard has several churches, schools, and parks along the entire length of the proposed corridor. Additionally, Museum Row, which includes the Los Angeles County Museum of Arts, Petersen Automotive Museum, Simon Wiesenthal Center Museum of Tolerance, George C. Page Museum of La Brea Discoveries, Museum of Television and Radio, Craft and Folk Art Museum, and Rancho La Brea Tar Pits, is located along Wilshire Boulevard.

Project Features That Could Result in Potential Impacts

The project features that have the highest potential to result in impacts are as follows:

- **Construction Period:** Construction activities, such as reconstructing and resurfacing curb lanes, restriping, removing jut-outs between Comstock Avenue and Malcolm Avenue, and reducing sidewalks on both sides between Bonsall Avenue and Barrington Avenue, and lane closures necessary during construction.
- **Operation Period:** Loss of 11 parking spaces between Western Avenue and Fairfax Avenue, loss of approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue during peak hours (53 on the north side of the street and 32 on the south side), loss of mature trees between Comstock Avenue and Selby Avenue and between Federal Avenue and Barrington Avenue, reducing sidewalks on both sides between Bonsall Avenue and Barrington Avenue, and potential increase in traffic congestion during operation period.

Impacts on Community

The following discussion is intended to describe the potential impacts on the community that may result from construction and operation of the proposed project.

Land Use and Planning

Potential land use and planning impacts associated with the proposed project are related to: (1) the compatibility of the project with existing land use, (2) the consistency of the project with local plans and policies, and (3) the type and number of property acquisitions required for the project. Impacts of the proposed project in Community Plan Areas are discussed below.

Within the **Westlake Community Plan Area**, the proposed project would convert existing peak hour curb lanes to weekday peak period bus lanes within an existing transit corridor and would not propose any land use changes along the corridor. No property would be acquired for the proposed project. The proposed project would be consistent with local plans and policies identified in Westlake Community Plan.

Within the **Wilshire Community Plan Area**, the existing curb lanes would be reconstructed and resurfaced between Western Avenue and Fairfax Avenue and converted to weekday peak period bus lanes. Between Fairfax Avenue and the Beverly Hills city limits, existing curb lanes would be converted to weekday peak period bus lanes by minor surface repairs of curb lanes on Wilshire Boulevard between Fairfax Avenue and San Vicente Boulevard. The proposed project involves construction activities and operational changes during weekday peak periods within an existing roadway and would not result in any change in surrounding land uses. No properties would be acquired as a result of the proposed project. The project would be consistent with local plans and policies identified in the Wilshire Community Plan.

In the **Westwood Community Plan Area**, the proposed project would convert existing curb lanes to weekday peak period bus lanes between the Beverly Hills city limits and Comstock Avenue and between Glendon Avenue and Sepulveda Boulevard. The proposed project would include removal of jut outs, realigning of curb, and creation of peak period bus lanes between Comstock Avenue and Malcolm Avenue. These improvements would include resurfacing/ reconstruction of curb lanes between Beverly Hills city limits and Westholme Avenue. The proposed improvements would occur within the existing ROW, and no land use changes are proposed. No properties would be acquired for the proposed project. The proposed project would be consistent with local plans and policies identified in the Westwood Community Plan.

A segment of the proposed project between Veteran Avenue and Federal Avenue (approximately 0.8 mile) is under County jurisdiction. The project elements in this portion of corridor include creating new bus lanes by reducing the sidewalk widths on both sides of Wilshire Boulevard to a uniform width of 10 feet,, restriping lanes, and lengthening the eastbound left-turn pockets near Sepulveda Boulevard. Minimum width of sidewalk required by County guidelines would be maintained. Improvements would be carried out within the existing ROW of Wilshire Boulevard.

No properties would be acquired, and no land use changes would occur. The proposed project would be consistent with local plans and policies.

In the **West Los Angeles and Brentwood–Pacific Palisades Community Plan Areas**, the outermost lanes in each direction of Wilshire Boulevard would be widened by reducing sidewalk widths on both the north and south sides to accommodate a new eastbound peak period bus lane between Federal Avenue and Barrington Avenue and conversion of the westbound curbside lane to a peak hour bus lane. The minimum width of sidewalk required by City guidelines would be maintained. Existing peak period curb lanes would be converted to weekday peak period bus lanes between Barrington Avenue and Centinela Avenue. The proposed improvements would be carried out within the existing ROW of Wilshire Boulevard, and no land use changes would occur. No properties would be acquired for the proposed project. The proposed project would be consistent with local plans and policies identified in the West Los Angeles and Brentwood – Pacific Palisades Community Plan Areas.

The proposed project alternatives include the No Project Alternative, ~~and~~ Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard). The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A ~~-~~would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps~~, n~~or east of S. Park View Street. However, there would be an additional 1.8 miles of curb land reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverly Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. Impacts resulting from Alternative A, Alternative A-1, and Alternative A-2 would be similar to the proposed project. As such, under Alternative A-2, no bus lanes or roadway widening would be implemented in the areas west of the City of Beverly Hills. Therefore, neither of these project alternatives would be expected to result in significant adverse effects on land use.

Acquisitions and Displacements

The proposed project would convert existing curb lanes to peak-period bus lanes. Between Bonsall Avenue and Federal Avenue, the sidewalks on both sides of Wilshire Boulevard would be narrowed to accommodate the bus lane. Between Federal Avenue and Barrington Avenue, bus

lanes would be created on Wilshire Boulevard by narrowing the sidewalks and restriping to accommodate a new eastbound bus lane and conversion of the westbound curb lane to a peak period bus lane. The project would be carried out within the existing ROW. No property acquisition or permanent easements would be required for the project.

The proposed project alternatives include the No Project Alternative, ~~and~~ Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard). The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A, Alternative A-1, and Alternative A-2 would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb ~~land~~ lane reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. These construction activities under the three alternatives would occur entirely within the existing Wilshire Boulevard ROW, and would not require acquisition or displacement of adjacent businesses or residences. Overall impacts resulting from Alternative A, Alternative A-1 and Alternative A-2 would be similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to result in acquisitions or displacements.

Population and Housing

The potential population and housing impacts associated with the proposed project are related to: (1) temporary construction effects, (2) community access and circulation, (3) changes in demographic characteristics, and (4) community cohesion.

The population to be affected by the proposed project would include (1) adjacent business owners and residents, (2) patrons of businesses (3) transit users/pedestrians, and (4) neighborhood residents/motorists trying to get onto Wilshire Boulevard.

Construction activities, such as repaving and curbside improvements, would result in temporary, localized, site-specific disruptions to the residents, pedestrians, businesses, and commuters adjacent to the proposed corridor. These disruptions would be related primarily to construction equipment

used in the area, partial and/or complete lane closures, increased noise and vibration, light and glare, and increased fugitive dust emissions. Some of the construction work would be completed at night, as is the practice for other City maintenance projects. Because the project construction activities would be temporary in duration and the project is minor in scope, no long-term or permanent adverse effect is expected to result. Nonetheless, efforts will be made to regularly inform the community about construction activities.

Other than the short-term access disruptions during project construction, no permanent barriers to access are expected. Existing access points and circulation routes to and from the residential neighborhoods just north and south of the project area would remain open. The proposed project would result in increased traffic congestion in peak periods as a result of conversion of the existing mixed-flow curb lane to a peak–period bus lane. Appropriate avoidance and/or mitigation measures would ensure that impacts are not adverse. However, nine intersections would remain adversely impacted due to the absence of any feasibly mitigations.

The proposed project would convert existing curb lanes to a peak period bus lane within an existing ROW and would not result in any changes in demographic characteristics along the proposed corridor. The proposed project would result in improvement to the public transportation system serving the project area. The improvements in transit along the corridor are not expected to result in substantial population growth. Population growth in the project vicinity is largely contingent upon existing housing availability, home prices, and market factors not directly related to proposed transit improvements. Therefore, no substantial direct impact on population growth is expected to occur as a result of the proposed project.

The proposed project would remain within the existing Wilshire Boulevard ROW. Accordingly, no physical barrier would be created that would obstruct access. Additionally, the proposed project would not require acquisition of any residential or commercial properties. Therefore, it is anticipated that the community surrounding the proposed project would remain intact.

The proposed project alternatives include the No Project Alternative, Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard).~~and Alternative A (Truncated Without Jut-out Removal)~~. The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A, Alternative A-1, and Alternative A-2 would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb ~~land~~ lane reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San

Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. These construction activities under the three alternatives would occur entirely within the existing Wilshire Boulevard ROW, and would not require acquisition or displacement of adjacent businesses or residences. Similarly, this alternative would not contribute to population growth. Overall impacts resulting from Alternative A, Alternative A-1 and Alternative A-2 would be similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to result in significant adverse effects to population and housing.

Community Facilities

The proposed project could affect access to community facilities and businesses during construction. These disruptions would be related primarily to construction equipment use in the area, partial and/or complete lane closures, increased noise and vibration, light and glare, and increased fugitive dust emissions. It is possible that construction work would be completed at night, as is the practice for other City street maintenance projects. Because the project construction activities would be temporary in duration and the project is minor in scope, no long-term or permanent adverse effect on nearby community facilities is expected to result. Nonetheless, all construction activities will be performed in compliance with City of Los Angeles requirements regarding construction, traffic, and noise. Efforts will be made to regularly inform the community about construction activities.

The proposed project would remove 11 parking spaces along Wilshire Boulevard between Western Avenue and Fairfax Avenue and approximately 85 spaces between along Wilshire Boulevard between Selby Avenue and Comstock Avenue during peak hours. This would reduce the parking supply for commercial businesses and residences along this segment of the proposed corridor. However, there is ample parking supply in the surrounding area to accommodate the loss of the 11parking spaces between Western Avenue and Fairfax Avenue. It is impossible to determine with reasonable certainty whether secondary physical effects, if any, may result from the proposed project due to loss of peak hour parking spaces between Selby Avenue and Comstock Avenue. Therefore, there would be no adverse effects attributable to loss of parking.

Between Bonsall Avenue and Federal Avenue, the proposed project proposes to create new peak period bus lanes by narrowing the sidewalks on both sides of Wilshire Boulevard. The proposed project also would narrow sidewalks on both sides of Wilshire Boulevard between Federal Avenue and Barrington Avenue to accommodate a new eastbound bus lane and conversion of the westbound curb lane to a peak period bus lane. The width of the sidewalks after narrowing would be 8 feet. Even with the reduction in sidewalk width, the sidewalks would be in conformance with the Los Angeles City code requirements of a minimum six (6) feet of unobstructed distance to be provided for pedestrian and wheelchair passage (SEC. 62.03.2). Accordingly, reducing the width of the sidewalks would not result in adverse effects to pedestrian and transit users.

From Comstock Avenue to Selby Avenue and from Federal Avenue to Barrington Avenue, mature trees along the sidewalk may be removed. These trees are ornamental trees within the ROW. Adequate avoidance and/or mitigation measures will be incorporated to minimize these impacts.

The proposed project alternatives include the No Project Alternative, Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard).~~and Alternative A (Truncated Without Jut-out Removal)~~. The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A, Alternative A-1 and Alternative A-2 would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb ~~land~~ lane reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. These construction activities under the three alternatives would occur entirely within the existing Wilshire Boulevard ROW, and would not require acquisition or displacement of community facilities. Overall impacts resulting from Alternative A, Alternative A-1 and Alternative A-2 would be similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to result in significant adverse effects to community facilities.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, signed on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects and programs on minority and low-income populations to the greatest extent practicable and permitted by law.

A determination of whether the effects of the proposed project are disproportionately high and adverse depends on whether:

- The effects of the project are borne predominantly by a minority or low-income population and/or

- The effects of the project are appreciably more severe or greater in magnitude on minority or low-income populations than the effects on non-minority or non-low-income populations (see the Federal Highway Administration's Western Resource Center Interim Guidance—Addressing Environmental Justice in the EA/EIS [1999]).

The effects of the project are predominantly borne by a minority or low-income population.

As discussed above, the Westlake and Wilshire Community Plan Areas of the proposed corridor are inhabited by persons identified as both minority and low income. The proportions of these groups in the community plan areas are much greater than in either the City or County of Los Angeles. The impacts of the proposed project would be borne by the local community. However, the impacts borne by the minority and low-income communities of Westlake and Wilshire Community Plan Areas would be similar and no greater than impacts borne by all populations and populations in non-minority Community Plan Areas. Nonetheless, it is noted that minority populations may rely on transit heavily and, therefore, transit improvements as a result of this project would be beneficial to these communities.

Adverse Effects on Overall Population

The technical reports and analyses addressing noise and vibration, traffic and transportation, air quality, and cultural resources indicate that some potential adverse effects are expected as a result of the proposed project. The impacts identified in these technical reports and the measures to avoid or reduce them are summarized as follows:

Noise and Vibration

Construction Noise and Vibration

Construction activities (e.g., breaking of pavement, reconstruction of the roadway base, repaving/resurfacing) may lead to a temporary increase in noise and vibration levels in the project area resulting from the short-term use of construction equipment on the project site. Assuming an average noise level of 89 dBA (at 50 feet distance from roadway centerline) during excavation activities for roadway reconstruction of the curb lanes in the segment between Western Avenue and Fairfax Avenue, noise levels would temporarily increase by more than 15 decibels from the typical ambient daytime noise levels. Although the increases in noise levels would be substantial, the increases would be intermittent and temporary during daytime hours as permitted by the City's Noise Ordinance (i.e., 7:00 a.m. to 9:00 p.m. during weekdays, and 8:00 a.m. to 6:00 p.m. on Saturdays). Therefore, it is unlikely that significant impacts on noise-sensitive uses or activities would occur. The other corridor segments with sensitive receptors, including residences in the Westwood area, that would require roadway and/or curb reconstruction or jutout removal, would not result in an increase in noise from existing levels above the 15-decibel threshold of significance. The existing ambient noise levels in the Westwood area have been measured to be as high as 84.2 dBA. Therefore, no adverse construction noise or vibration effects are anticipated.

The proposed project alternatives include the No Project Alternative, Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between

Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard).~~and Alternative A (Truncated Without Jut-out Removal)~~. The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A, Alternative A-1 and Alternative A-2 would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb ~~land~~ lane reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. These construction activities under the three alternatives would occur entirely within the existing Wilshire Boulevard ROW, and similar to the proposed project, construction activities would adhere to best management practices (BMPs), and all required construction related noise ordinances specified by the City of Los Angeles Municipal Code (Section 41.40). Overall impacts resulting from Alternative A, Alternative A-1, and Alternative A-2 would be similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to result in construction noise or vibration effects.

Operational Noise and Vibration

Noise from motor vehicle traffic associated with the proposed project was analyzed using the data from the project's traffic study[2]. The worst-case scenario with regards to traffic volumes were input into the Federal Highway Administration's (FHWA) TNM® model. ADT volumes for the Existing Year, Opening Year Without Project, Opening Year With Project, Horizon Year Without Project, and Horizon Year With Project scenarios were used to predict the changes in traffic noise at selected roadway segments. According to the noise modeling results, project noise levels in both the opening year and horizon year are predicted to decrease from what they would be Without Project at most locations, and increase only slightly, and by no more than 1 dBA in other locations. Therefore, no adverse effects due to noise would occur during operation of the proposed project.

[2] Iteris. 2009. Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis, Administrative Review Draft.

According to FTA's Vibration Screening Procedure, included as Chapter 9 of the 2006 Traffic Noise and Vibration Impact Assessment, for projects that involve rubber-tire vehicles, vibration impact is unlikely except in unusual situations. One of the project elements involves the reconstruction and smoothing of the roadway surface, where it is deteriorated, resulting in holes, dips, and bumps. By smoothing these irregular portions of Wilshire Boulevard, the proposed project would result in a benefit due to the net reduction in vibration from roadway surface irregularities affecting buses along the project corridor. Therefore, no adverse effects due to vibration would occur during operation of the proposed project.

The proposed project alternatives include the No Project Alternative, Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard).~~and Alternative A (Truncated Without Jut-out Removal)~~. The No Project Alternative would result in no impact to noise or vibration (no change from current conditions), as no project related construction or operational activities would occur. Alternative A, Alternative A-1, and Alternative A-2 would involve a similar overall extent of construction and roadway improvements as the proposed project. Operation of Alternative A, Alternative A-1, and Alternative A-2 would include reconstruction and smoothing of the roadway surface on much of Wilshire Boulevard. Similar to the proposed project, these traffic improvements and reconstruction and smoothing of the street surface would decrease traffic noise, and vibrations resulting from passing vehicles. Overall impacts resulting from Alternative A, Alternative A-1, and Alternative A-2 would be similar to the proposed project.

Accordingly, neither the proposed project, nor project Alternative A, Alternative A-1, and Alternative A-2, would result in long-term adverse traffic noise and vibration impacts on the surrounding area.

Traffic and Transportation

The proposed project would not result in significant traffic impacts on local residential streets or access to businesses or residences along Wilshire Boulevard. Though the loss of 11 parking spaces along Wilshire Boulevard between Western Avenue and Fairfax Avenue would not result in significant adverse effects, impacts of loss of approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue during peak hours is impossible to determine with reasonable certainty whether secondary physical effects, if any, may result from the proposed project. In addition, though the parking supply during peak hours would be reduced, parking supply during the off-peak hours would be increased because the removal of the jut-outs would create room for additional parking in the curb lanes. Therefore, the removal or restriction of parking spaces on Wilshire Boulevard would not result in significant impacts on the environment. However, under both the proposed project and Alternative A would result in significant impacts on up to nine intersections within the traffic study area, Alternative A-1 would result in significant impacts on up to eight intersections within the traffic study area, and Alternative A-2 would result in significant impacts on up to six intersections within the traffic study area in either year 2012 or 2020, since no feasible mitigation measures that fully mitigate the project's impact were available.

Air Quality

Some short-term air quality impacts due to fugitive dust could occur during construction. However, adherence to Rule 403 (Fugitive Dust) of South Coast Air Quality Management District would ensure that the effects on air quality are not significant adverse. The control measures incorporated in the Rule are available in a Rule 403 Implementation Handbook. During operations, the proposed project would not generate new trips but rather would facilitate the movement of existing traffic through the study corridor, as well as other traffic generated by new development in the area. However, the proposed project may result in the shifting of existing travel patterns, as drivers adjust their behavior to utilize the additional capacity provided by the proposed project. As such, the proposed project would not generate any new regional operational emissions. Based on the URBEMIS and CALINE modeling of the proposed project, the project would not result in exceedance of any criteria pollutants at local level as well during project operations phase. Since the proposed project would operate CNG buses rather than diesel buses and would not result in the emission of acute and/or chronically hazardous TAC pollutants, an air toxics Health Risk Assessment is not warranted. Potential project-generated air toxic impacts on surrounding land uses would be less than significant, under ~~both~~ the proposed project, Alternative A, Alternative A-1, and Alternative A-2.

Cultural Resources

The ICF International survey identified 21 architectural historic resources. Of the 21 resources, six were determined eligible for listing on the National Register of Historic Places (National Register). These properties consist of 1250 Federal Avenue, 10375 Wilshire Boulevard, 10401 Wilshire Boulevard, 10416 Wilshire Boulevard, 10497 Wilshire Boulevard, and 10822 Wilshire Boulevard. These properties were found to be eligible for the National Register under Criterion C at a local level of significance. In addition, two previously recorded historic properties are located in the APE, Chateau Colline at 10335 Wilshire Boulevard, which was listed in the National Register on May 22, 2003, and the Veterans Administration (VA) Medical Center, which was determined eligible for the National Register as a historic district on November 11, 1980. As a result, both of these properties are also listed on the California Register. In addition, while the archaeological field survey did not result in the identification of any new superficial prehistoric or historic archaeological sites or features, two previously recorded historic sites, as well as the archaeological/ paleontological La Brea Tar Pits site, are located in areas where construction-related ground-disturbing activities are proposed.

Although views of these identified historical resources may be temporarily disturbed during the construction period, the proposed project would not involve any elements or structures that would result in a significant permanent change to the views of the historic resources identified. Similarly, Alternative A, Alternative A-1, and Alternative A-2 would not result in significant permanent change of the view of historic resources.

The bulk of the project involves activities such as sidewalk removal, pavement replacement, or restriping, which are not ground disturbing. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. However, any associated disturbances of the sub-

grade, including grading or excavation for utility vaults, utility relocation, traffic signals or signage, street drains, etc., have the potential to disturb archaeological and paleontological resources in the project area, particularly in the vicinity of La Brea Tar Pits, and have a potential adverse effect on these resources. Compliance with procedures required by Section 15064.5 (d,e) of the CEQA Guidelines would ensure that adverse effects would be minimized or avoided.

The project would comply with the requirements of CCR 14.3 Section 15064.5. For archeological resources, if cultural materials (prehistoric or historic artifacts) are encountered during construction, work shall stop in the vicinity of the find until a qualified archaeologist can assess the material and recommend further action, if necessary. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. If, during cultural resources monitoring, the archaeologist determines that the sediments being excavated have been previously disturbed or are unlikely to contain significant cultural materials, the archaeologist shall instruct that monitoring be reduced or eliminated.

Compliance with Section 15064.5(d) of the CEQA Guidelines would ensure that no adverse significant impact would occur. If paleontological resources are discovered during construction-related ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. The qualified paleontological monitor shall retain the option of reducing monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not present or, if present, are determined by qualified paleontological personnel to have a low potential to contain fossil resources.

As detailed in Section 15064.5(e) of the CEQA Guidelines, if human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.

Disproportionately High and Adverse Effects on Minority and Low-Income Populations

Environmental Justice considerations require an assessment of whether the effects of the project on minority and low-income groups could be considered disproportionately high and adverse.

Efficacy of Mitigation Efforts—Unavoidable Adverse Effects

The proposed project would result in unavoidable adverse traffic effects on up to nine intersections due to absence of mitigation measures that fully mitigate the impacts of the proposed project All adverse effects that have been identified in the technical studies for the proposed peak period bus lane for air and noise, including potential adverse construction effects, could be avoided or substantially minimized through implementation of the proposed mitigation measures.

Potential Disproportionately High and Adverse Effects

The determination of whether the effects of the proposed project are disproportionately high and adverse depends on whether (1) the effects of the project are borne predominantly by a minority or low-income population or (2) the effects of the project are appreciably more severe or greater in magnitude on minority or low-income populations than the effects on non-minority or non-low-income populations. Technical studies have shown no demonstrable evidence that the effects of this project are borne mainly by low-income and minority communities or are markedly different in severity or magnitude from other past or present highway improvement projects in the region.

Most of the potential adverse effects could be satisfactorily avoided or minimized through the implementation of mitigation measures discussed above and in the resource technical studies. The traffic impacts that would be unavoidable would result in congestion and delay for all drivers, and would not result in disproportionately higher adverse effects on minority and low-income populations. Because there has been no evidence to suggest that the efficacy of these measures would differ with respect to different population groups, the net result would be the same for all population groups for these resource areas. The proposed project would not result in disproportionately high adverse effects on minority and low-income populations.

The proposed project alternatives include the No Project Alternative, Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard), ~~and Alternative A (Truncated Without Jut-out Removal)~~. The No Project Alternative would result in no impact, as no project related construction or operational activities would occur. Alternative A, Alternative A-1, and Alternative A-2 would involve a similar overall extent of construction activity as compared to the proposed project. Under Alternative A there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps, nor east of S. Park View Street. However, there would be an additional 1.8 miles of curb land reconstruction and resurfacing between Fairfax Avenue and San Vicente Boulevard, and between the City of Beverley Hills and Westholme Avenue. Under Alternative A-1 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, between Comstock Avenue and Malcolm Avenue, and from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, Alternative A-1 would include an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard. Under Alternative A-2 there would be no jut-out removal between Comstock Avenue and Malcolm Avenue, or construction of bus lane east of S. Park View Street, and from the western border of the City of Beverly Hills to Centinela Avenue. However, Alternative A-2 would include an additional 2.0 miles of curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. Overall impacts resulting from Alternative A, Alternative A-1, and Alternative A-2 would be similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to result in disproportionate adverse effects on minority and low-income populations.

The lead agencies have instituted public involvement and community outreach efforts to ensure that issues of concern or controversy to minority and low-income populations are identified and addressed, where practicable, as part of the project planning and development process and the environmental process. Additionally, in accordance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English language proficiency, meaningful language access (Korean and Spanish) has been and will continue to be provided during public outreach for the project.

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Section 4(f) Evaluation
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California

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Acronyms

BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOLA	Heart of Los Angeles
LACMA	Los Angeles County Museum of Art
LAUSD	Los Angeles Unified School District
LRT	Light Rail Transit
LWCF Act	Land and Water Conservation Fund Act
Metro	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
National Register	National Register of Historic Places
proposed project	Wilshire Bus Rapid Transit Project
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
USC	United States Code

Executive Summary

This Section 4(f) evaluation has been prepared in accordance with 49 United States Code (USC) Section 303 and the Federal Highway Administration (FHWA) regulations for Section 4(f) compliance codified at 23 Code of Federal Regulations (CFR) Section 771.135. This study evaluates the effects of the proposed Los Angeles County Metropolitan Transportation Authority's (Metro) Wilshire Bus Rapid Transit Project (proposed project) on Section 4(f) resources identified along the project alignment.

There are 4 parks and recreational resources and 9 historic sites that qualify as Section 4(f) resources. The proposed project would not require the acquisition of any of these Section 4(f) properties adjacent to the project alignment or require a permanent easement; therefore, the proposed project would not result in a direct use.

Construction of the proposed project would occur within an existing right-of-way (ROW). No temporary easements through Section 4(f) properties would be necessary and no Section 4(f) properties would be used for construction staging. Therefore, there would be no temporary occupancy of the Section 4(f) properties.

Construction activities associated with the proposed project would be minor in scope and involve repaving the degraded road surface, restriping traffic lanes, reducing sidewalk widths in certain locations, and reconstructing sidewalks. These construction activities would not impair the activities, features, or attributes that qualify the properties for protection under Section 4(f). During operation, there would be no changes involving access, noise, or visual appearance. Therefore, there would be no constructive use of the Section 4(f) properties.

In an overall assessment, the proposed project would not result in direct use, temporary occupancy resulting in use, or constructive use of the Section 4(f) properties.

Overview of Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 USC Section 303, declares that "[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreational lands, wildlife and waterfowl refuges, and historic sites." To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: 1) the project must involve a resource that is protected under the provisions of Section 4(f), and 2) there must be a use of that resource. Resources subject to Section 4(f) consideration include publicly owned lands that are considered part of a public park; a recreational area of national, state, or local significance; a wildlife or waterfowl refuge; or a historic site of national, state, or local significance, whether publicly or privately owned.

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use"),
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f), or
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135[p][1]). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed the regulatory limits noted below (23 CFR Section 771.135[p][7]).

Temporary Occupancy

Under FHWA regulations (23 CFR Section 771.135[p][7]), a temporary occupancy of a property does not constitute a use of a Section 4(f) resource when the conditions listed below are satisfied.

- The occupancy must be temporary (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical effects on the protected resource and no temporary or permanent interference with the activities or purpose of the resource.

- The property must be fully restored to a condition that at least equals the condition that existed prior to the proposed project.
- There must be documented agreement by the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Constructive Use

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 771.135[p][2]). Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made through the following practices:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts;
- Analysis of the potential proximity impacts on the resource; and
- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 771.135[p][6]).

Project Background

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the Wilshire BRT Project along a 12.5 mile long portion of Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica (see Figure 1). Metro is proposing to construct bus lanes in the City of Los Angeles (9.1 miles) and Los Angeles County (0.8 mile), excluding the City of Beverly Hills. The project consists of dedicated weekday peak-period bus lanes in both the east and westbound directions.

Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be "converted" to bus and right-turn-only operation in the peak periods (7–9 a.m. and 4–7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak-period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening or restriping. Upgrades to the transit signal priority system include 1) the addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), 2) an increase in the maximum available time for transit signal priority (from 10% to 15% of the traffic signal cycle at minor intersections), and 3) a reduction in the number of traffic signal recovery cycles (from two to one at key intersections along the corridor).

A portion of the proposed project is under County jurisdiction, between Bonsall Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities. Key elements of the County's project scope include widening Wilshire Boulevard between Bonsall Avenue and Federal Avenue, reduction of adjacent sidewalks to a uniform width of 10 feet, traffic lane restriping, adjustments to geometrics and traffic signals, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente

Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-1 – Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue includes the development of 7.7 miles of bus lanes as compared to the 9.7 miles with the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from Valencia Avenue to South Park View Street, totaling 0.7 mile; from Comstock Avenue to Selby Avenue, totaling 1.0 mile; and from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-1, an additional 0.6 mile of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a transit signal priority (TSP) communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; inclusion of an additional 0.6 mile of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard; Elimination of the bus lane between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue); retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Alternative A-2 – Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard includes the development of 5.4 miles of bus lanes within the project limits of Wilshire Boulevard and Valencia Street to Wilshire Boulevard and Centinela Avenue, as compared to the 9.7 miles developed under the proposed project or 8.7 miles with Alternative A. This alternative would eliminate the bus lane from the western border of the City of Beverly Hills to Centinela Avenue, totaling 3.8 miles. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). Under Alternative A-2, up to an additional 2.0 miles of curb lane reconstruction/resurfacing would occur between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. This alternative would also include a TSP communication system upgrade to improve the existing TSP. The key differences between this refined alternative and the proposed project are summarized from east to west, as elimination of the bus lane between Valencia Street and South Park View Street; inclusion of up to an additional 2.0 miles of curb lane reconstruction/ resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard; elimination of the bus lane from the western border of the City of Beverly Hills to Centinela Avenue; and retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Project Purpose and Need

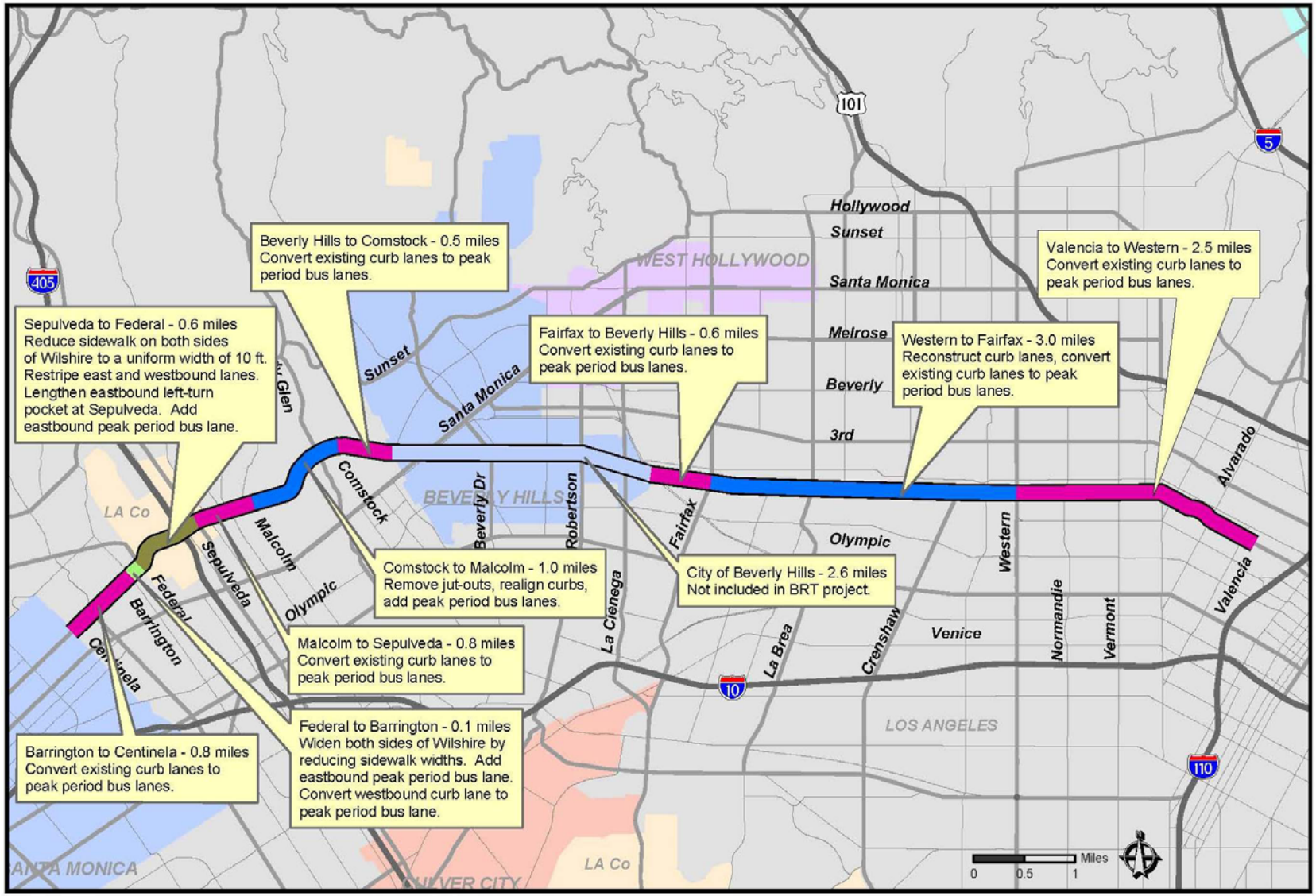
Wilshire Boulevard is the most heavily used transit corridor in the County of Los Angeles, with over 80,000 bus boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000.

With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

Metro's Metro Rapid Program provides fast, frequent regional bus service throughout Los Angeles County. Key features of Metro Rapid include simple route layouts, frequent service, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, and traffic signal priority. The program's success has garnered national acclaim from both the federal government and major transit providers. Launched in June 2000, the Wilshire/Whittier Metro Rapid Line 720 was one of the first two Metro Rapid Bus Rapid Transit (BRT) lines to be implemented in Los Angeles County. It demonstrated that by implementing a few key attributes as mentioned above, passenger travel times could be reduced by as much as 29% and ridership increased by as much as 40%.

Construction of the proposed Wilshire BRT project will not only assure the corridor's immediate and long-term success as a BRT facility, but will further enhance all transit services along Wilshire Boulevard. When implemented, bus passenger travel times are expected to further improve by an average of 24%. Average Metro Rapid bus speeds are projected to increase by an average of nearly 32%. Up to a 10% mode shift from mixed flow to bus use is projected.

Figure 1: Project Features, Wilshire Bus Rapid Transit Project



Source: Metro, 2010

Description of Section 4(f) Properties

As noted above, resources subject to Section 4(f) consideration include publicly owned lands such as a public park; a recreational area of national, state, or local significance; a wildlife or waterfowl refuge; or a historic site of national, state, or local significance, whether publicly or privately owned. No waterfowl refuges exist along the project alignment. Public parks and recreational areas, as well as historic sites, subject to Section 4(f) protection are identified below.

Public Parks and Recreational Areas

Table 1 provides a list of publicly owned parks and recreational areas considered for evaluation as Section 4(f) resources, and Figure 2 shows the location of these resources. The Los Angeles National Cemetery, located at 950 South Sepulveda Boulevard, is not considered a park or recreational area under the statutes of Section 4(f). The Los Angeles Country Club, located at 10101 Wilshire Boulevard, is a privately owned and operated club and not available for public use.

Table 1: Summary of Potential Section 4(f) Public Park and Recreational Areas Located along the Project Alignment

Property	Publicly Owned
MacArthur Park	Yes
Lafayette Multipurpose Community Center	Yes
Robert F. Kennedy Memorial Park (Under Construction)	Yes
Hancock Park	Yes

Source: City of Los Angeles Department of Recreation and Parks, 2008; Gonzalez Goodale Architects, 2008.

Historic Sites

ICF International conducted a survey of the built environment as part of the architectural resources technical report prepared for this project.[1] The built environment survey focused on those areas where ground-disturbing construction work is proposed, such as curb realignment work. The survey area included the segment between Comstock Avenue and Malcolm Avenue and continued to the segment between Bonsall Avenue and Barrington Avenue, extending one parcel on each side of Wilshire Boulevard but excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue (see Figure 3). A total of 18 historic resources were identified. Of the 18 resources, two resources are listed in the National Register of Historic Places (National Register), six were determined eligible for listing in the National Register, and 12 were determined to be of local significance and not eligible for listing in the National Register. Table 2 lists the properties listed or determined eligible for listing in the National Register. Please see Figure 3 for the locations of these properties. Table 3 lists the properties determined not eligible for the National Register.

[1] ICF International. 2010. Architectural Resources Technical Report for the Metro Wilshire Bus Rapid Transit Project. November. (ICF J&S 00629.08.) Prepared for the Los Angeles County Metropolitan Transportation Authority. Los Angeles, CA.

Figure 2: Location of Potential Section 4(f) Public Parks and Recreational Areas

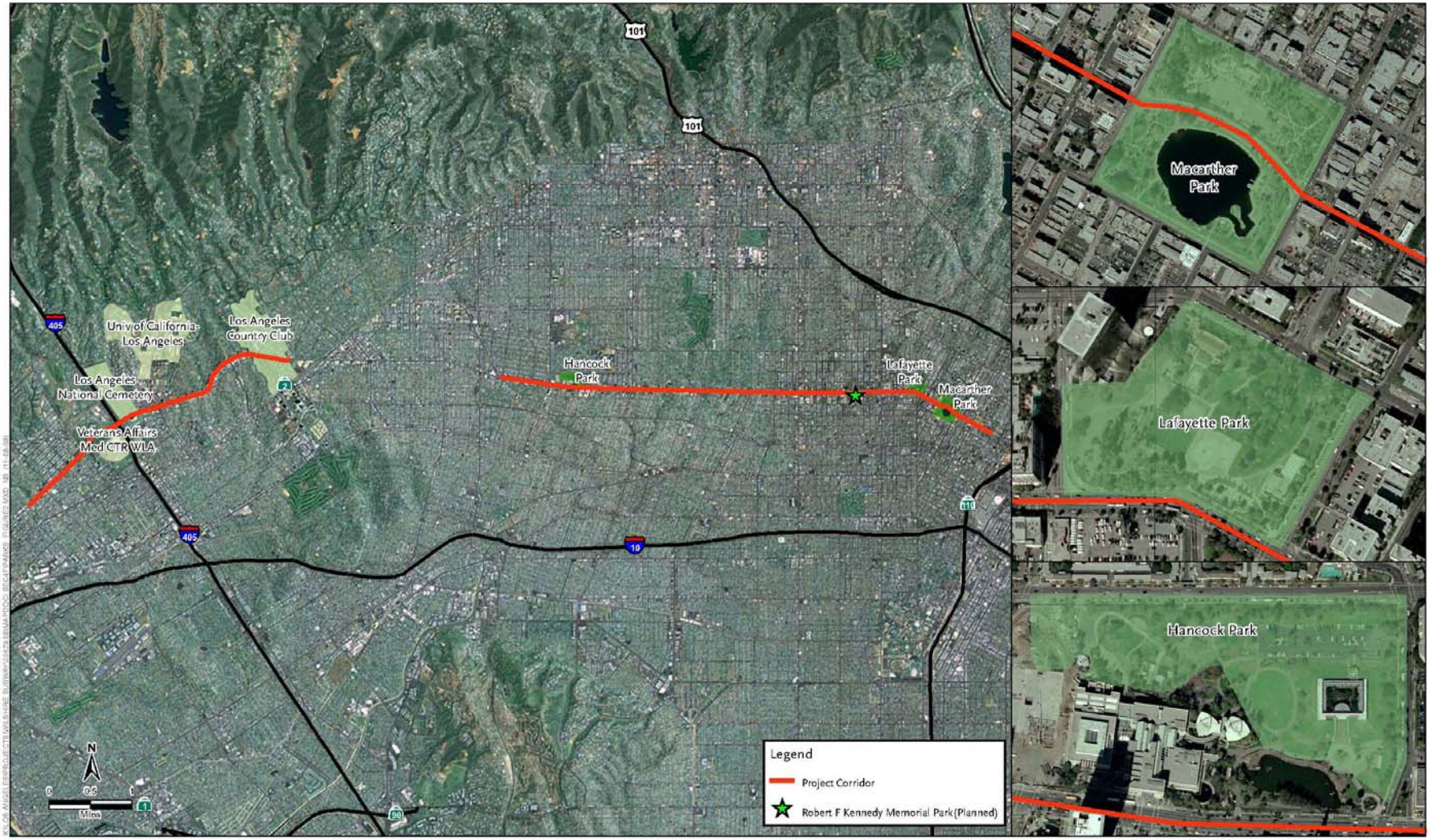
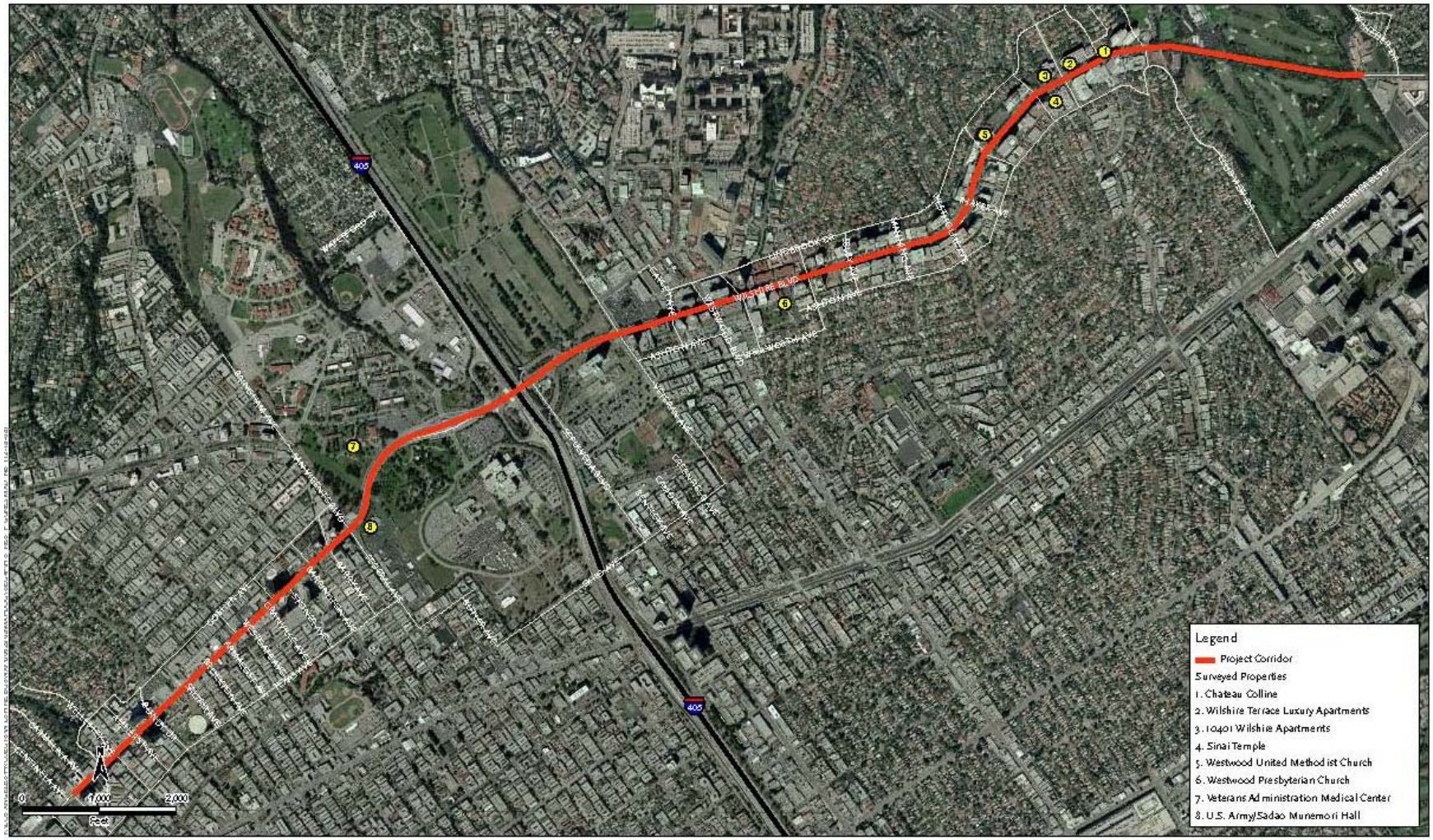


Figure 3: Location of Historic Resources Listed in or Eligible for Listing in the National Register



SOURCE: ESRI Streetmap USA (2007)

Table 2: Properties Listed in or Determined Eligible for Listing in the National Register

Property Name	Address/Location	Listed in the National Register of Historic Places?	Details
1. Chateau Colline	10335 Wilshire Boulevard	Yes	Recorded as National Register item #03000426 on May 22, 2003.
2. Wilshire Terrace Luxury Apartments	10375 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending State Historic Preservation Officer [SHPO] consultation).
3. 10401 Wilshire Apartments	10401 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
4. Sinai Temple	10416 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
5. Westwood United Methodist Church	10497 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
6. Westwood Presbyterian Church	10822 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
7. Veterans Administration Medical Center	11301 Wilshire Boulevard	Yes	Determined eligible for the National Register as a historic district on November 11, 1980. It is recorded as National Register item #65001079
8. U.S. Army Reserve Center/Sadao Munemori Hall	1250 Federal Avenue	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).

Source: ICF International 2010; National Register, 2008.

Table 3: Properties Determined Not Eligible for the National Register[a]

Property Name	Address/Location	Section 4(f) Resource?
Apartment Building	1116–1120 Manning Avenue	National Register: Not Eligible
Beverly Hills Plaza Hotel	10300 Wilshire Boulevard	National Register: Not Eligible
The Bermuda	10354 Wilshire Boulevard	National Register: Not Eligible
High Rise Apartment Building	10530 Wilshire Boulevard	National Register: Not Eligible
Wilshire West	10635 Wilshire Boulevard	National Register: Not Eligible
Wilshire Westwood Terrace	10645 Wilshire Boulevard	National Register: Not Eligible
Apartment Building	10655 Wilshire Boulevard	National Register: Not Eligible
Sterling Wilshire Building	10717 Wilshire Boulevard	National Register: Not Eligible
Apartment Building	10763 Wilshire Boulevard	National Register: Not Eligible
La Salle Building	10777 Wilshire Boulevard	National Register: Not Eligible
University Bible Center	10801 Wilshire Boulevard	National Register: Not Eligible
Holderman Hall	1250 Federal Avenue	National Register: Not Eligible

[a] Eligibility for listing in the National Register is determined on an individual basis. These properties have been evaluated in detail on Department of Parks and Recreation Historical Resources Inventory Forms (Series DPR 523) in Appendix A of the Architectural Resources Technical Report.

Source: ICF International 2010.

In addition to the historic structures identified above, archaeological sites listed in the National Register also come under the purview of Section 4(f). ICF International conducted a records search and archaeological survey to determine whether prehistoric resources are present along the proposed Wilshire Bus Rapid Transit Project route. The results of this records search indicate that 58 surveys have been conducted within the project route, and 81 cultural resource sites have been identified. However, only three previously recorded archaeological sites (La Brea Tar Pits, historic refuse deposit at Hancock Park, and a second historic refuse deposit site) have the potential to be affected by the proposed project. These three sites are listed in Table 4. Only one of the sites (La Brea Tar Pits) has been determined eligible for the National Register and is considered a Section 4(f) resource.

Table 4: Identified Cultural Resource Sites Potentially Affected by the Proposed Project

Primary Number	Description	Section 4(f) Resource?
19-000159/ 19-171007	La Brea Tar Pits, 5800 Wilshire Boulevard	Yes, archaeological site eligible for listing in National Register
19-001261	Historic refuse deposit at Hancock Park, 5800 Wilshire Boulevard	No, has not been evaluated as eligible for listing in National Register
19-003336	Historic refuse deposit	No, has not been evaluated as eligible for listing in National Register

Source: ICF International 2010; National Register, 2008.

Effects on Section 4(f) Properties

The following sections describe how the proposed project would affect Section 4(f) resources. A summary of potential effects is provided below in Table 5. Additional analysis then follows for each resource. In every instance, an assessment has been made as to whether any permanent or temporary occupation of a property would occur and whether the proximity of the project would cause any access, noise, vibration, or aesthetic effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).

The analysis of potential effects on Section 4(f) resources, below, includes the following:

- A description of each Section 4(f) resource,
- A discussion of how the proposed project would affect each Section 4(f) resource and whether the effects would result in a "use" of the resource, and
- An evaluation of any feasible and prudent alternatives to avoid use of the Section 4(f) resource. An alternative is not feasible if it cannot be built as a matter of sound engineering practice. A feasible alternative is not prudent if there are truly unusual factors present in a particular case, there are uniquely difficult problems, or the cost or community disruption resulting from the alternative reaches an extraordinary magnitude. A feasible alternative that fails to satisfy the purpose of and need for the project is usually also not prudent.

The proposed project alternatives, including the No Project Alternative, ~~and~~ Alternative A (Truncated Without Jut-out Removal), Alternative A-1 (Truncated Project, Excluding the Segment Between Comstock Avenue and Selby Avenue), and Alternative A-2 (Truncated Project, Including Bus Lanes from South Park View Street to San Vicente Boulevard) would either involve no project related activities, or would involve a similar area of project activities. Accordingly, impacts resulting from ~~either~~ any of these alternatives would be less than, or similar to the proposed project. Therefore, ~~neither~~ none of these project alternatives would be expected to affect any Section 4(f) resources, including those identified for the proposed project.

Table 5: Summary of Potential Effects on Section 4(f) Properties

Resource	Proposed Project Use? Direct Use	Temporary Use	Constructive Use	Remarks
Public Parks and Recreational Areas				
MacArthur Park (formerly Westlake Park)	No	No	No	Direct—none Temporary—none Constructive—none
Lafayette Multipurpose Community Center	No	No	No	Direct—none Temporary—none Constructive—none
Robert F. Kennedy Memorial Park (Under Construction)	No	No	No	Direct—none Temporary—none Constructive—none
Hancock Park	No	No	No	Direct—none Temporary—none Constructive—none
Historic Sites (archaeological)				
La Brea Tar Pits (19-000159/ 19-171007)	No	No	No	Direct—none Temporary—none Constructive—none
Historic Sites (architectural)				
Chateau Colline	No	No	No	Direct—none Temporary—none Constructive—none
Wilshire Terrace Luxury Apartments	No	No	No	Direct—none Temporary—none Constructive—none
Sinai Temple	No	No	No	Direct—none Temporary—none Constructive—none
10401 Wilshire Apartments	No	No	No	Direct—none Temporary—none Constructive—none
Westwood United Methodist Church	No	No	No	Direct—none Temporary—none Constructive—none

Table 5: Summary of Potential Effects on Section 4(f) Properties

Resource	Proposed Project Use? Direct Use	Temporary Use	Constructive Use	Remarks
Westwood Presbyterian Church	No	No	No	Direct—none Temporary—none Constructive—none
Veterans Administration Medical Center	No	No	No	Direct—none Temporary—none Constructive—none
U.S. Army Reserve Center/Sadao Munemori Hall	No	No	No	Direct—none Temporary—none Constructive—none

Source: ICF International, 2010.

Parks/Recreational Areas with No Section 4(f) Use

MACARTHUR PARK (FORMERLY WESTLAKE PARK)

Description and Significance of Property

Type/Location/Size

MacArthur Park (2230 W. 6th Street) is located in the Westlake neighborhood of the City of Los Angeles. The park is bordered on the northeast by 6th Street, on the southeast by Alvarado Street, on the southwest by 7th Street, and by Park View Street on the northwest. The park is approximately 32 acres in area.

Access/Facilities/Usage

MacArthur Park is divided into two sections by Wilshire Boulevard. In the southern section is a lake with paddle boats, which are available for public rental on weekends. In the northern section are band shell, children's play area, an auditorium, active and passive recreational areas, and the MacArthur Park Community Center, which features an after-school club and various community and cultural activities. Picnic tables and walking paths are located throughout the park. Pedestrian access is provided on all four sides of the park from adjoining streets. Visitor parking is available on adjoining streets; limited on-site parking exists at the community center. The park is accessible via public transit (buses and Red and Purple Line trains to the Westlake/ MacArthur Park station). The park and community center are open to the public from 8:30 a.m. to 6:00 p.m. on weekdays and weekends. However, there is no fence around the park to restrict access after operating hours.

Relationship to Similar Facilities in the Area

The park does not have any particular association with any other public parks or recreational areas in the area.

Ownership/Jurisdiction

The park and its facilities are owned by City of Los Angeles and managed by the Department of Recreation and Parks.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Westlake neighborhood and the City of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement at MacArthur Park. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. MacArthur Park is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard through MacArthur Park are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through the park or place construction equipment or materials at the park. Access to the park would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the park.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the park. Parking availability in the vicinity of the park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks ~~will be~~was conducted ~~initiated~~ during the public review of the Draft EIR/EA. The Notice of Preparation (NOP) and a copy of this Technical Memo along with the Draft EIR/EA were sent to the City of Los Angeles Department of Recreation and Parks. No comments were received on these documents from the agency.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the Federal Transit Administration (FTA) administrator that no direct, temporary, or constructive use of MacArthur Park would result from implementation of the proposed project.

LAFAYETTE MULTIPURPOSE COMMUNITY CENTER

Description and Significance of Property

Type/Location/Size

Lafayette Multipurpose Community Center (formerly Lafayette Park/Senior Citizen Center) is located at 625 South Lafayette Park Place in Los Angeles. The facility is approximately 11 acres and located just four blocks west of MacArthur Park along Wilshire Boulevard. It is bordered on the east by Lafayette Park Place, on the north by 6th Street, on the west by Commonwealth Avenue, and a Los Angeles County Superior Court building on the northwest. Wilshire Boulevard is the southern boundary for most of the facility, except for a small triangular area south of Wilshire Boulevard bordered by Hoover Street on the west and Lafayette Park Place on the east (see Figure 2).

Access/Facilities/Usage

The facility includes open space, jogging/walking paths, picnic tables, lighted outdoor basketball courts, a soccer field, lighted outdoor tennis courts (located south of Wilshire Boulevard), a children's play area, an auditorium, a community room, and the Felipe De Neve Branch Library.

The community center several classes and activities for both children and adults of the neighborhood throughout the year.

Main pedestrian access to the facility is available along 6th Street. Visitor parking is available on the adjoining streets; limited on-site parking exists at the library. The community center is accessible via public transit (buses). The community center is open to the public from 8:00 a.m. to 9:00 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on weekends. The community center is fenced off with gates for entry to the various facilities.

Relationship to Similar Facilities in the Area

The park does not have any particular association with any other public parks or recreational areas in the area.

Ownership/Jurisdiction

The property is owned by City of Los Angeles and managed by the Department of Recreation and Parks. Recently, the City of Los Angeles and Heart of Los Angeles (HOLA), a non-profit organization, have partnered to renovate and expand the facilities. Completion is expected in April 2009 and would include a renovated soccer field, a state-of-the-art gymnasium, a wireless computer lab, classrooms, and community meeting rooms as well as HOLA's existing art studios, fine arts library, dance studio, digital media center, and learning center.[2] HOLA runs many of its programs for the local community from the facilities at this park.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Westlake neighborhood and the City of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement at the Lafayette Multipurpose Community Center. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. Lafayette Multipurpose Community Center is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

[2] Heart of Los Angeles. About HOLA. Available: <http://heartofla.org/about>. Accessed: October 28, 2008.

Temporary Occupancy

The proposed project would not require any temporary easement through the Lafayette Multipurpose Community Center property or place construction equipment or materials at the center. Access to the community center would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the community center property.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the community center. Parking availability in the vicinity of the community center would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks ~~will be initiated~~was conducted during the public review of the Draft EIR/EA. The NOP and a copy of this Technical Memo along with the draft EIR/EA were sent to the City of Los Angeles Department of Recreation and Parks. No comments were received on these documents from the agency.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of the Lafayette Multipurpose Community Center would result from implementation of the proposed project.

ROBERT F. KENNEDY MEMORIAL PARK (UNDER CONSTRUCTION)

Description and Significance of Property

Based on recent communication with the Los Angeles Unified School District's (LAUSD) architects for one of its schools, Gonzalez Goodale Architects,[3] it has become known that a park is under construction at 3400 Wilshire Boulevard on property owned by the LAUSD. Based on the preliminary information available, the park would be open to the public and would be located along Wilshire Boulevard. However, based on initial consultation with the City of Los Angeles Department of Recreation and Parks, the City did not have any details on the proposed park.[4] For the purposes of this Section 4(f) analysis, it is assumed that a publicly-owned park is proposed at this location. The details on design, size and facilities are not available as the development of the park is in conceptual design stages.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement through this property. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. The proposed Robert F. Kennedy Memorial Park is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard in this area are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through the proposed park or place construction equipment or materials at the proposed park. Access to the proposed park would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the park.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the

[3] Phone Conversation with Victor Guevara of Gonzalez Goodale Architects on 11/21/2008.
[4] Phone Conversation with Peggy Nguyen of City of Los Angeles Department of Recreation and Parks on 11/21/2008; as well as phone and email conversation with Paul J. Davis of the same department on 11/6/2008.

bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the proposed park.

Aesthetics

There would be no changes that would affect views to and from the proposed park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the proposed park would be maintained at all times (it is assumed that the proposed park would be accessed via Wilshire Boulevard), and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the proposed park. Parking availability in the vicinity of the proposed park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks ~~will be initiated~~was conducted during the public review of the Draft EIR/EA. The NOP and a copy of this Technical Memo along with the DRAFT EIR/EA were sent to the City of Los Angeles Department of Recreation and Parks. No comments were received on these documents from the agency.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of proposed Robert F. Kennedy Memorial Park would result from implementation of the proposed project.

HANCOCK PARK

Description and Significance of Property

Type/Location/Size

Hancock Park (5801 Wilshire Boulevard) is located in the Miracle Mile area of Los Angeles. The property is bordered on the north by 6th Street, Curson Avenue on the east, Los Angeles County Museum of Art (LACMA) on the west, and Wilshire Boulevard on the south (see Figure 2). Also located on the park is the George C. Page Museum of La Brea Discoveries where many of the fossils that have been discovered are displayed for the public. The property is also comprised of the La Brea Tar Pits (an archaeological site), a group of pools that have been

spewing asphalt for the past 40,000 years and where more than three million fossils from the last Ice Age have been excavated.[5]

Access/Facilities/Usage

Open green space with a variety of trees can be found on the property known as Hancock Park (not to be confused with the residential neighborhood of the same name located approximately 1 mile to the east). Several paths traverse the property for the public to walk as they view the pits as well as the large display models of prehistoric mammals located around the park. Access to the Hancock Park is provided from Wilshire Boulevard and 6th Street. Transit access is provided for buses on Wilshire Boulevard. Subterranean parking structures are available as well as on-street parking along 6th Street. The park (and museum) is open weekdays from 9:30 a.m. to 5 p.m. and weekends from 10 a.m. to 5 p.m.

Relationship to Similar Facilities in the Area

Hancock Park is located adjacent to the Los Angeles County Museum of Art and is owned by the County of Los Angeles.

Ownership/Jurisdiction

Hancock Park is owned by the County of Los Angeles. La Brea Tar Pits and the Page Museum are both preserved and managed by the Natural History Museum of Los Angeles County Foundation.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Miracle Mile area and the City and County of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition of or permanent easement through Hancock Park. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. Hancock Park is located along the segment of the proposed project, where existing curb lanes would be reconstructed, resurfaced, and converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed

[5] Natural History Museum of Los Angeles County. 2002. Return to the Ice Age: The La Brea Exploration Guide. Available: <http://www.tarpits.org/education/guide/index.html>. Accessed: October 29, 2008.

project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through Hancock Park or place construction equipment or materials at the park. Access to Hancock Park would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of Hancock Park property.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as repaving/ resurfacing of the curb lanes and the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of Hancock Park. Parking availability in the vicinity of Hancock Park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the County of Los Angeles ~~will be initiated~~was conducted during the public review of the Draft EIR/EA. The NOP and a copy of this Technical Memo along with the Draft EIR/EA were sent to the City of Los Angeles Department of Recreation and Parks. No comments were received on these documents from the agency.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of the Hancock Park would result from implementation of the proposed project.

Historic Sites with No Section 4(f) Use

LA BREA TAR PITS (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

In 1935, La Brea Tar Pits was listed as California Historical Landmark #170. In 1949, La Brea Tar Pits was described as "asphalt seeps with faunal and floral remains." A "human skull and other human parts" were identified between 6 and 9 feet below the surface in Pit 10. Other human-related artifacts identified included wooden bunt foreshafts, possibly for atlatls; dart shafts; and a stone "cog."[6] In 1984, the park was deemed eligible for listing in the National Register.[7] Due to these designations, the site qualifies as a Section 4(f) historic resource.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the site (i.e., demolish or substantially alter the physical characteristics). Given the minor scope of construction activities involved (repairs to the road surface and reconstruction of gutters where damaged), no deep excavation would occur that would damage or disturb the site. Consequently, no effect on the site is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

[6] Heizer, R. F. 1949. Archaeological Site Survey Record for 19-000159. On file at the South Central Coastal Information Center, California State University, Fullerton.

[7] Stout, Robert W. 1984. Determination of Eligibility Notification Form (E.O. 11593) for Rancho La Brea Fossil Deposits, Hancock Park, Los Angeles County, CA. On file, South Central Coastal Information Center, California State University, Fullerton.

CHATEAU COLLINE (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

Chateau Colline, located at 10335 Wilshire Boulevard, was recorded as a historic resource in the National Register (#03000426) for its architecture/engineering on May 22, 2003. Designed by architect Percy Parke Lewis, Chateau Colline was built in 1935. The architecture of the building is exemplified by late 19th and 20th Century Revival styles. Its leaded-glass windows, turrets, and climbing vines give it the appearance of a castle. Chateau Colline was recognized as a Historic-Cultural Monument (HCM #703) by the Los Angeles Cultural Heritage Commission in 2001.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106,[8] and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WILSHIRE TERRACE LUXURY APARTMENTS (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The Wilshire Terrace Luxury Apartments, a freestanding, 14-story, 154.5-foot-tall structure located at 10375 Wilshire Boulevard, was designed by Victor Gruen and completed in 1957. The building has high design quality and is an excellent example of Mid-Century residential architecture. It retains integrity from its period of significance, 1957, and is significant because it embodies architectural innovation in residential Modernism. It is an example of Victor

[8] Section 106 of the National Historic Preservation Act requires federal agencies, or those they fund or permit, to consider the effects of their actions on historic properties.

Gruen's large-scale residential architecture. Therefore, it is eligible for listing under Criterion C (Architecture and Design) at the local level, with a period of significance of 1957.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

SINAI TEMPLE (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The building located at 10400 Wilshire Boulevard, known as Sinai Temple, is actually a series of buildings that occupy a full city block. The original building was located on the northwest corner of the block. The temple was designed in a Post-Modern style; it displays geometric forms that are accented on the corners and at the primary entrance. Sinai Temple appears to be eligible for the National Register under Criterion B for its association with an important Modern architect, Sidney Eisenshtat, and Criterion C as a significant religious building that contributes to a context of historic religious architecture along Wilshire Boulevard and in the adjacent neighborhoods. The period of significance would span from the 1920s to the 1970s, a timeframe that includes recognized architectural periods and styles as well as many prominent architects who practiced in Los Angeles.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural

significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

10401 WILSHIRE APARTMENTS (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The building located at 10401 Wilshire Boulevard is a multi-unit apartment building that is designed in the shape of a Greek cross. The building is 11 stories tall and constructed of concrete. The 10401 Wilshire Boulevard property appears to be eligible for listing in the National Register under Criterion B for its association with the architect Martin Stern Jr. (1917–2001), a prolific Mid-Century Modern architect. Therefore, the building would be eligible for the National Register under Criterion B.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WESTWOOD UNITED METHODIST CHURCH (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

Westwood United Methodist Church, located at 10497 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C. It is an exceptional example of a Renaissance Revival church and exhibits high artistic value. Therefore, it is within the context of religious buildings on Wilshire Boulevard. The church was founded by G. Bromley Oxnam, executive secretary of the Los Angeles Missionary and Church Extension Society, and Dr. Lewis Guild.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WESTWOOD PRESBYTERIAN CHURCH (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

Westwood Presbyterian Church, located 10822 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C. It is an exceptional example of a religious building and exhibits high artistic value and historic significance within the context of religious buildings on Wilshire Boulevard. The church was founded by the Reverend Cecil Hoffman, the Presbyterian campus minister at UCLA. In 1950, the congregation moved the former Janss Corporation real estate office to the current site and retrofitted it for use as a chapel. A new sanctuary building was constructed in 1953, interpreting the Gothic Revival style in poured concrete with a clay tile roof.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

VETERANS ADMINISTRATION MEDICAL CENTER (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

The Veterans Administration Medical Center, located at 11301 Wilshire Boulevard, was determined eligible for the National Register as a historic district on November 11, 1980. It is recorded as National Register Item #65001079. The Governor's House and associated

residential buildings located on this portion of the Veteran's Administration's parcel were determined eligible on the National Register as a part of the Veterans Administration Historic District in November 1980. The Area of Potential Effect considered in the Architectural Resources Technical Report prepared for the proposed project does not include the north side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; therefore, the Veterans Administration land that includes the Wadsworth Theater and Chapel were not surveyed.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the character-defining features of the historic district (i.e., demolish or substantially alter the physical characteristics). The district would continue to convey its historical and architectural significance. Consequently, no effect on the district is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders ~~has been initiated~~were conducted for this project, ~~which is~~ as described in the cultural resources technical study and in the Section 106 documentation. FTA ~~will seek~~sought SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource. In July 2010, SHPO acknowledged the request for concurrence but did not provide a response during the consultation period; accordingly, FTA presumed concurrence from SHPO.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

U.S. ARMY RESERVE CENTER/SADAO MUNEMORI HALL (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The U.S. Army Reserve Center/Sadao Munemori Hall, located at 1250 Federal Avenue, incorporates design features associated with Mies van der Rohe (the curtain wall) and Louis Kahn and Paul Rudolph (the vertical brick sections extending above the roof and the projecting brick bays adjacent to the curtain walls). The Mid-Century design is an elegant solution; it maintains the image of Federal buildings while embracing the tenets and materials of Modern architecture. Given this architectural achievement, the building appears to meet the eligibility standard of Criterion C for listing in the National Register and Criterion 3 for listing in the California Register of Historical Resources (pending SHPO consultation on eligibility).

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

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Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

Section 6(F)(3) Considerations

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC Section 460l-4) contains provisions to protect federal investments in park and recreational resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other use pursuant to certain specific conditions.

> Section 6(f)(3): No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This requirement applies to all parks and other sites that have been the subject of LWCF grants of any type and includes acquisition of park land and development or rehabilitation of park facilities.

The only resource developed with the use of LWCF grant funds located along the project corridor is Macarthur Park, with an LWCF grant approved on June 6, 1971[9]. Nonetheless, the proposed project would not result in conversion of any public recreational uses. Therefore, there would be no effect on parks or recreational resources, including any LWCF-funded recreational areas.

[9] United States Department of the Interior, National Park Service, 2010. Land & Water Conservation Fund, Detailed Listing of Grants Grouped by County. Los Angeles County, California. Available at: http://waso-lwcf.ncrc.nps.gov/public/index.cfm Accessed March 29, 2010.

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Rapid
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Metro Rapid
LOS ANGELES

Final Report

Los Angeles Metro *Rapid*
Demonstration
Program
March 2002

Metro

Metro Rapid was developed
and is operated
by the Los Angeles County
Metropolitan Transportation Authority

LADOT

The Metro Rapid
transit priority system
was developed and is operated
by the Los Angeles
Department of Transportation

TMD
TRANSPORTATION MANAGEMENT & DESIGN, INC.

Prime Contractor:
Transportation Management &
Design, Inc.

suisman
urban design

Architecture and Graphic Design:
Suisman Urban Design

Metro *Rapid* Program

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Metro *Rapid* Program

Executive Summary

The MTA Board of Directors, following an initial feasibility study, initiated the Metro Rapid Demonstration Program in March 1999. Staff was directed by the Board to conduct the feasibility study in response to a visit to Curitiba, Brazil by MTA and City of Los Angeles officials. The Curitiba urban design and public transportation model has been widely praised internationally for its success and has been a major force in the Federal Transit Administration creation of a national Bus Rapid Transit (BRT) initiative. The feasibility study recommended that MTA, in partnership with the City of Los Angeles, conduct a demonstration along two-to-three major arterials which have strong ridership and unique characteristics to provide broad actual experience regarding the feasibility of full-scale deployment of BRT within the MTA system. However, of the 12 key attributes associated with the successful Curitiba BRT (Curitiba does not have bus signal priority), only seven (highlighted) were deemed feasible for implementation during the expedited Phase I Demonstration Program. The remaining six attributes would be deployed in Phase II, system expansion, if the initial demonstration proved successful.

CURITIBA KEY ATTRIBUTES	Metro Rapid Phase I Demonstration	Metro Rapid Phase II Expanded System
1. Simple Route Layout	Yes	Yes
2. Frequent Service	Yes	Yes
3. Headway-based Schedules	Yes	Yes
4. Less Frequent Stops	Yes	Yes
5. Level Boarding and Alighting	Yes	Yes
6. Color-coded Buses and Stations	Yes	Yes
7. Bus Signal Priority	Yes	Yes
8. Exclusive Lanes	No	Yes
9. Higher Capacity Buses	No	Yes
10. Multiple Door Boarding & Alighting	No	Yes
11. Off-Vehicle Fare Payment	No	Yes
12. Feeder Network	No	Yes
13. Coordinated Land Use Planning	No	Yes

Phase I demonstration implementation planning was initiated in the summer of 1999 with a Spring 2000 goal for start-up of Metro Rapid. Two lines were selected for the demonstration:

- Line 720 Wilshire/Whittier (very high passenger demand urban corridor connecting through the Los Angeles Central Business District (LACBD))
- Line 750 Ventura (high passenger demand suburban corridor serving the Metro Rail Red Line)

The two Metro Rapid lines were implemented on June 24, 2000, coinciding with the opening of the extension of the Metro Red Line to the San Fernando Valley. All seven of the Phase I attributes were fully operational at start-up with the exception of the Metro Rapid Stations where temporary stops were utilized. The Stations with “next bus” displays are currently under construction, with completion of all sites expected in spring 2001.

Demonstration Has Been Successful

The Metro Rapid Demonstration Program has been a success, meeting all 7 of the program's original objects.

Objective 1: Reduce Passenger Travel Times - The Metro Rapid program introduced several attributes specifically to reduce passenger travel times, including bus signal priority, level boarding/alighting with low-floor buses, headway rather than timetable-based schedules, fewer stops, far-side intersection location of stations, and joint active management of the service operation from the Transit Operations Supervisors (TOS) in the field and the MTA Bus Operations Control Center (BOCC). Since the initial date of service, Metro Rapid operation has achieved the following improvements in operating speeds:

- Wilshire/Whittier Corridor - operating speeds increased by 29%.
- Ventura Corridor - operating speeds increased by 23%.

Objective 2: Increase Ridership - The increase in ridership has come from three principal sources: (1) 1/3 of the increase is from brand new riders (riders from households making over $50,000 per year rose to over 13% of total line ridership); (2) 1/3 are current riders riding more often (a higher percentage now ride 5 or more days a week); and (3) 1/3 are current MTA riders who changed routes (diversion).

- Wilshire/Whittier Corridor - ridership has increased by 42%.
- Ventura Corridor - ridership has increased by 27%.

Objective 3: Attract New Riders - As noted above, approximately 1/3 of the ridership increase are new riders based on a survey conducted in September 2000, prior to the work stoppage.

Objective 4: Increase Service Reliability - Metro Rapid was designed to improve service reliability by addressing bus bunching and the incidence of vehicle overcrowding. To date, service reliability has been excellent on the Ventura Metro Rapid, out-performing the time-point based local service in terms of achieving lower bus bunching and improved reliability. Service reliability has been mixed on the Wilshire/Whittier Metro Rapid, largely due to heavily loaded trips during much of the day. Scheduled service was increased in September and December 2000, and will again be increased this coming June 2001 in order to match service levels with demand. Service reliability has been improving with the increase in service and with the introduction of a new module in LADOT's bus signal priority system that helps maintain headway intervals. It is further anticipated that service reliability will continue to improve with the next round of improvements in June 2001.

Objective 5: Improve Fleet and Facility Appearance - Fleet appearance has been excellent with both Divisions 7 and 8 turning in strong ongoing performances. The improvement in fleet cleanliness was very obvious to customers as they indicated in the on-board before and after surveys. Facility appearance has not yet been measured; the Stations have been only recently constructed along Ventura and Wilshire-Whittier Boulevards.

Objective 6: Improve Service Effectiveness - Service effectiveness (passengers per revenue hour or mile) has been mixed: Wilshire/ Whittier is up, while Ventura is not. The Wilshire/ Whittier corridor shows significant improvement in effectiveness (productivity is up 17% and subsidy per passenger improved 18%) despite increased service (service hours are up 20% but resulted

in a 42% ridership gain). The Ventura corridor has showed a marked decline in service effectiveness that is the result of large increases in local service concurrent with the initiation of Metro Rapid (the local service was operating twice as often as Metro Rapid in peak periods). This increase in local service has not generated a significant change in ridership and may be addressed by Operations in the June 2001 Shake-Up. It is anticipated that the effectiveness of the Ventura corridor will improve dramatically with better matching of local service levels with local service demand.

Objective 7: Build Positive Relations with Communities - As part of the development of the Metro Rapid Station concept and design, staff worked closely with the individual communities to implement the Metro Rapid program. Staff have developed a uniform station design that meets the "image-linkage with the vehicle" requirement, while simultaneously meeting community preferences. Staff has worked with the local jurisdictions to address any concerns identified by adjacent property owners without hampering the Metro Rapid program.

Next Steps

- Build on the success of the Metro Rapid Demonstration Program with input from the Municipal Operators, cities, and County.

- Complete the Phase I attributes still in implementation, including expansion of the bus signal priority system outside the City of Los Angeles, and upgrading of Metro Rapid bollard gate stations to canopy gates stations where feasible.

- Implement the Phase II Metro Rapid System Expansion Program and remaining Phase II Metro Rapid attributes, including:

  – High capacity vehicles
  – Exclusive lanes/by-pass lanes
  – Multiple door boarding and alighting with off-vehicle fare collection
  – Feeder network

METRO RAPID PHASE II

Phase IIA	Phase IIB	Phase IIC	Phase IID
South Broadway	Central	Western	West Olympic
Vermont	Santa Monica	Beverly	Garvey/Chavez
Pico-Pico-Venice	Hawthorne	Vernon/La Cienega	Manchester
Florence	Long Beach	Atlantic	Crenshaw/Rossmore
Soto	Hollywood/Pasadena	San Fernando	Torrance/Long Beach
Van Nuys		Sepulveda	Lincoln

Metro *Rapid* Program

The Metro Rapid Program was initiated in March 1999 by the MTA's Board of Directors following an initial feasibility study. Staff was directed by the Board to conduct the feasibility study in response to a visit to Curitiba, Brazil by MTA and City of Los Angeles officials. The Curitiba urban design and public transportation model has been widely praised internationally for its success and has been a major force in the Federal Transit Administration creation of a national Bus Rapid Transit (BRT) initiative. The feasibility study recommended that MTA, in partnership with the City of Los Angeles, conduct a demonstration along two-to-three major arterials which have strong ridership and unique characteristics to provide broad actual experience regarding the feasibility of full-scale deployment of BRT within the MTA system. However, of the 12 key attributes associated with the successful Curitiba BRT (Curitiba does not have bus signal priority), only seven (highlighted) were deemed feasible for implementation during the expedited Phase I Demonstration Program. The remaining six attributes would be deployed in Phase II, system expansion, if the initial demonstration proved successful.

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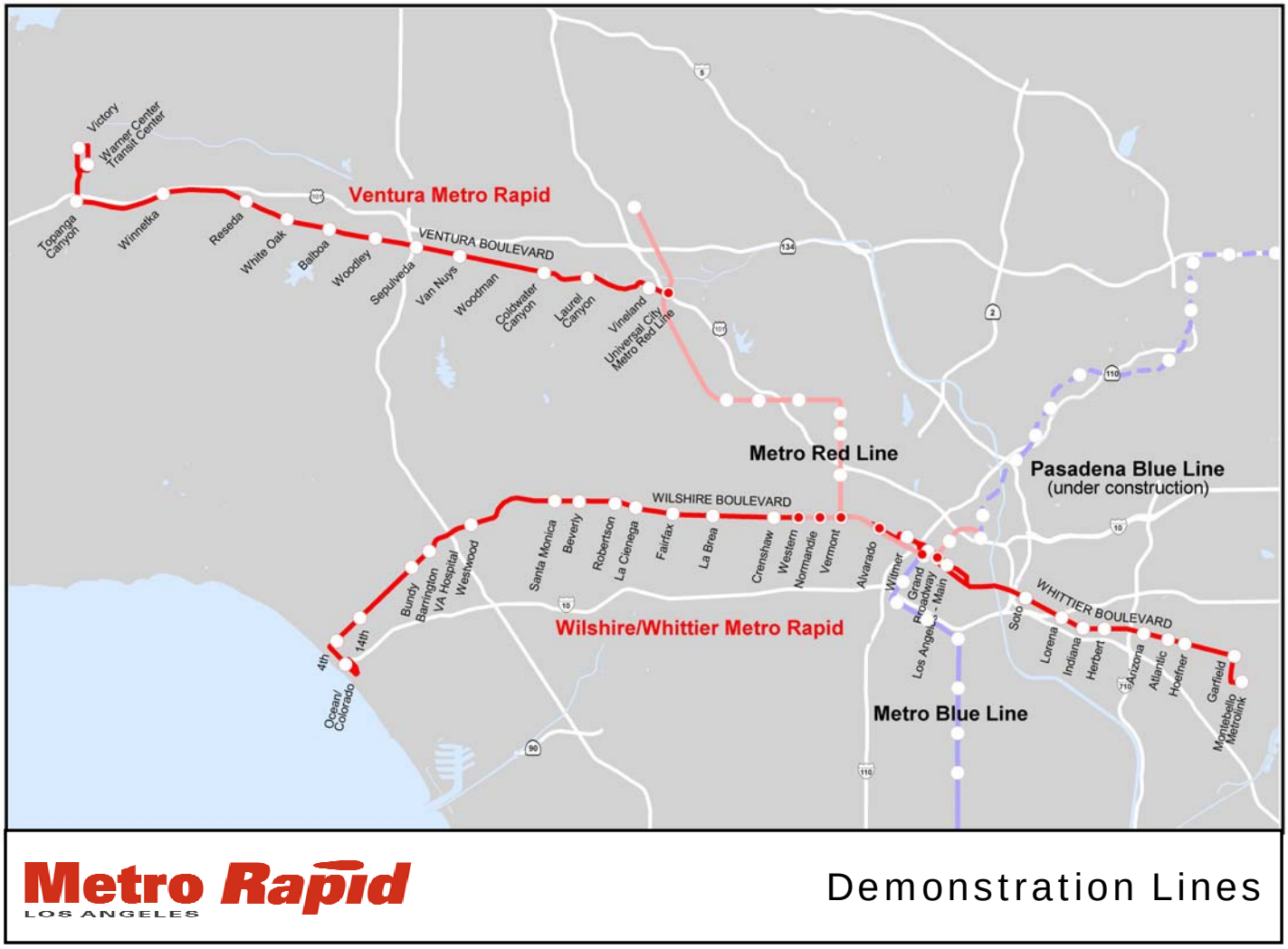
The two Metro Rapid lines were implemented on June 24, 2000, coinciding with the opening of the extension of the Metro Red Line to the San Fernando Valley. All seven of the Phase I attributes were fully operational at start-up with the exception of the Metro Rapid Stations where temporary stops were utilized. The Stations with "next bus" displays are currently under construction, with completion of all sites expected in spring 2001.



Metro Rapid
LOS ANGELES

Demonstration Lines

The Metro Rapid program has been strikingly successful, even without the completed Stations. Operating speed, service quality, ridership, and customer response have all exceeded objectives, with very little or no negative impact on the rest of the system and other travel modes.

Operating Speed, LADOT TPS, Service Quality

Pervious communications with bus riders have indicated that MTA's existing local and limited-stop bus services have been too slow and unreliable. The Metro Rapid program sought to address these shortcomings through the introduction of service that would improve operating speeds over current local service with reduced passenger wait times and load factors within Consent Decree requirements.

Operating Speed

The Metro Rapid program introduced several attributes specifically to improve service operating speeds. These included: bus signal priority, level boarding/alighting with low-floor buses, headway rather than timetable-based schedules, fewer stops, far-side intersection location of stations, and joint active management of the service operation from the Transit Operations Su-

pervisors (TOS) in the field and the MTA Bus Operations Control Center (BOCC). Since the initial date of service, the Metro Rapid operation has achieved several major improvements in operating speeds:

Operating Speeds	Wilshire/Whittier (Line 720)	Ventura (Line 750)
Overall Improvement	29%	23%
Eastbound (Range)	31% (18-40%)	20% (11-29%)
Westbound (Range)	28% (21-32%)	27% (16-34%)

The City of Los Angeles conducted independent research regarding which attributes contributed to the speed improvement and found that the bus signal priority system accounted for approximately 1/3 of the improvement and the other elements accounted for the remaining 2/3 of the benefit. In support of this finding, the running time data indicates that the segments with bus signal priority operate faster than the adjacent segments, especially when ridership loads are considered. To further increase bus speeds along the Wilshire/Whittier corridor, bus signal priority should be extended to the segments in Beverly Hills, East Los Angeles, Montebello, and Santa Monica.

Metro Rapid operated faster in mixed arterial traffic than the Curitiba Express lines in exclusive lanes due to Curitiba's tighter station spacing and externally-controlled vehicle speed governors. Depending on the time-of-day and direction, Metro Rapid speeds average between 14 and 30 mph compared to Curitiba's average speed of 13.8 mph.

Several segments on both lines operated significantly more slowly due to other factors:

- Traffic congestion caused major delays for Line 750 along Ventura Boulevard between Balboa and Van Nuys (I-405 back-ups) and between Vineland and the Universal City Station; and for Line 720 through downtown Los Angeles.

- Very high ridership loads result in extended dwell times; thus, slowing operations between downtown Los Angeles and Western Avenue on Line 720. The higher capacity buses and multiple-door boarding in Phase II will reduce dwell times significantly, improving operating speeds.

In conclusion, MTA, in partnership with the City of Los Angeles Department of Transportation (LADOT), has achieved results in operating speed improvements that have been noticed and appreciated by its customers with the deployment of the Phase I Demonstration Program. A Phase II Expansion Program should build on this base and continue improving operating speeds by:

1. Complete the bus signal priority installation outside of the City of Los Angeles on demonstration Line 720 Wilshire/Whittier and establish a standard that future Metro Rapid service will be fully covered with bus signal priority.

2. Introduce exclusive bus lanes on arterials where feasible (recognizing the likelihood of future congestion); priority should be given to arterial segments with chronic, debilitating traffic congestion delay.

3. Reduce station dwell times by testing and introducing off-vehicle fare collection systems such as “proof of payment,” and introducing high capacity buses to manage standees within standards and avoid gross aisle congestion delays.

4. Introduce high capacity buses to allow for operation of more capacity with less frequent service during maximum peak periods. The current westbound morning peak frequency on Wilshire/Whittier is approaching 2 minutes which allows for little traffic signal recovery between bus priority overrides and is increasing the likelihood that individual Metro Rapid buses will not receive signal priority. Discussions with LADOT indicate that 5-minute intervals are a good balance between service frequency and maximum bus signal priority availability, with 3 minutes on the lower end of desirability.

LADOT Transit Priority System

The Transit Priority System (TPS) was designed and implemented by the City of Los Angeles Department of Transportation (LADOT) to assist MTA in implementing the Metro Rapid Demonstration Program. This program has gained nationwide attention since its debut on June 24, 2000, and has significantly improved the quality of transit operations along the two Metro Rapid corridors.

The Transit Priority System was developed to provide traffic signal priority to buses operating on heavily used transit corridors, and is an enhancement to the City’s Automated Traffic Surveillance and Control (ATSAC) System. This concept was embraced by the MTA and became an integral part of its Metro Rapid program. The system has been deployed at more than 211 intersections along the two Metro Rapid corridors in Los Angeles: Ventura Boulevard (16 miles) and Wilshire/Whittier Boulevards (26 miles, 14 miles in Los Angeles). During the past nine months of operation, many transportation professionals have inquired about this innovative new system, including the Federal Transit Administration (FTA) as one of the first successes in the “Bus Rapid Transit” arena.

The TPS Project also includes control of dynamic passenger information signs at selected bus shelters along the Metro Rapid routes. These highly visible Light Emitting Diode (LED) signs inform passengers of the estimated arrival times of the “next” Metro Rapid bus. The arrival time information is computed by the system based on the actual speed of the bus and is accurate to within one minute. The sophisticated algorithm which calculates the arrival time was completely developed in-house by LADOT staff.

Detailed engineering studies have been made which not only measure the effectiveness of the project, but also its impacts on general automotive traffic. The results are very promising, with total transit travel time savings of about 25% in each corridor and a reduction in delays caused by traffic signals of 33%. Overall travel speeds for the buses have increased from 11 to 14 miles-per-hour on Wilshire Boulevard and from 15 to 19 miles-per-hour on Ventura Boulevard. The impacts to cross-street traffic are minimal, typically averaging about one second of delay per vehicle. This project has clearly demonstrated that with the correct combination of technology and innovation, a creative solution to the transportation needs in Los Angeles can be met.

Service Quality

The Metro Rapid program was initiated to improve both operating speeds and service quality. The key elements of service quality that were considered important were reduction in bus bunching (headway ratios), average passenger wait times, and passenger standing loads. The two demonstration lines have differing degrees of success, largely depending upon the nature of passenger demand, with Line 750 Ventura showing excellent improvements in service quality while Line 720 Wilshire/Whittier still trying to manage the massive increase in ridership attracted to the new service.

- Line 720 Wilshire/Whittier – headway ratios show considerable bus bunching, especially during peak periods when the buses are very frequent. Average passenger wait times are typically less than 5 minutes with the only concern during PM peak periods, especially westbound, where wait times could exceed the typical headway. High daily ridership results in high average loads for much of the day. The passenger-perceived average loads were even higher due to the variability induced by the high headway ratios (bus bunching). On September 10, 2000, an additional 23 trips were added during peak periods with a resulting 10 percent increase in ridership within just three days indicating strong latent demand still remaining.

- Line 750 Ventura – headway ratios are excellent with almost no bus bunching, significantly better than the timepoint-based local service. Average passenger wait times are in the 4-to-6 minute range, which is excellent for service operating every 10-12 minutes. Average loads are below maximum seated levels, but are expected to continue to increase concurrent with ridership growth once the effects of the strike are shaken off.

- The companion local services on Wilshire/Whittier and Ventura have all shown improved service quality and performance due largely to the reduced local ridership loads, making the service operate artificially faster than previously. On Wilshire/Whittier, local service levels initially operated at the same levels as Metro Rapid, while on Ventura, local service ran twice as often during peak periods and the same as Metro Rapid during the remainder of the service day. As local service levels are adjusted to reflect actual local ridership, service performance should return more closely to normal.

In summary, Metro Rapid has had considerable success. But to avoid success being the undoing of Metro Rapid, MTA and LADOT need to move forward with refinements in operating policies and upgrades to the bus signal priority system, including:

1. Provide more capacity with less peak period frequency along Wilshire/Whittier. This will allow the TOS with help from the BOCC to better manage the service, improve the consistency of the bus signal priority system, and reduce station dwell times.

2. Introduce and monitor refined operating practices concurrent with additional training for the BOCC, TOS, and bus operators. These will balance manual intervention by MTA staff with automatic intervention by the LADOT signal system.

Ridership

MTA has estimated the ridership on the two Metro Rapid corridors using both point check data and data from automated passenger counters. While the two methods return somewhat different results, there is agreement that ridership has increased dramatically on both corridors by

approximately 25-30 percent. The increase in the Wilshire/Whittier corridor appears to result from major growth in both Metro Rapid and local ridership with the percentage of riders using Metro Rapid dropping slightly from the historic limited-stop service, possibly due to (a) the wider stop spacing for Metro Rapid, (b) the old limited-stop service was only limited-stop for a portion of the route and operated in local service for long segments of the alignment, and (c) some people are transferring between the Metro Rapid and local buses along the corridor. As well, the Wilshire/Whittier Metro Rapid appears to be capacity-constrained in the morning peak period. For instance, an additional 23 trips were introduced on September 10, 2000 to alleviate this constraint resulting in an immediate increase in ridership for the overall Metro Rapid line.

Ridership

Total Unlinked Ridership	Wilshire/Whittier Corridor		Ventura Corridor	
	Before	After	Before	After
Local	39,700	50,000	13,500	8,100
Limited	23,800			
Metro Rapid		40,300		9,000
Total Ridership	63,500	90,300	13,500	17,100
Net Increase		26,800		3,600
% Increase		42.2%		26.7%

% Corridor Ridership				
Local	63%	55%		47%
Limited/Metro Rapid	37%	45%		53%

Passenger survey data indicate that over 1/3 of this overall increase is from non-transit users (patrons who never rode transit before), with 1/3 from current riders riding more often and 1/3 from riders of other MTA transit switching to service on these corridors. Of particular significance is that a 17-to-20 percent increase in ridership came directly from new transit travel (1/3 plus 1/3).

Passenger Trip Lengths

One of the major objectives of Metro Rapid was to provide more convenient travel for longer distance transit riders. From the average trip lengths by riders on the two corridors, it is clear that longer distance travelers are using the Metro Rapid services. However, it appears that Metro Rapid is not solely used by longer distance travelers, but remains similar to the previous limited-stop services with average trip lengths of approximately twice the local service. This makes the Metro Rapid more effective from a seat turnover standpoint and is not inconsistent with expectations from a similar light rail service.

Average Passenger Trip Lengths

Wilshire/Whittier Corridor	BEFORE		AFTER	
	Eastbound (miles)	Westbound (miles)	Eastbound (miles)	Westbound (miles)
Local Line 18	2.8	3.1	2.6	2.6
Local Line 20/21	3.2	4.4	3.3	4.2
Limited-stop Line 320	5.2	7.9		
Metro Rapid Line 720			5.8	6.0

Ventura Corridor	BEFORE		AFTER	
	Eastbound (miles)	Westbound (miles)	Eastbound (miles)	Westbound (miles)
Express Line 424/522	10.6	7.8		
Express Line 425	25.2	N/A		
Local Line 150/240			N/A	N/A
Metro Rapid 750			8.4	7.5

Geographic Distribution of Ridership

The geographic distribution of boardings and the average productivity per route mile for each of the Metro Rapid lines indicates significant, but not surprising differences between lines. Ventura boardings are heavily influenced by the Metro Red Line station at Universal City with relatively even, consistent generation of riders along the remainder of the route. A key objective for the Ventura Metro Rapid was for customers to utilize it as an extension of the Metro Red Line. Service is timed for both Metro Rapid and local service to the arrival and departures of trains for Hollywood and downtown Los Angeles. Passenger surveys indicate that over 24 percent of all trips on Line 750 Ventura involve the Metro Rail system compared to just 8-to-14 percent of local trips. The 1-in-4 trips linking Metro Rapid with Metro Rail is excellent and is expected to continue to grow as new riders enter the system.

		Average Per Trip			
Line 750 Ventura		Boardings	Alightings	% of Total Boardings	Boardings Per Mile
Universal City Station	Ventura Vineland	11.1	3.9	33%	17.6
Ventura Vineland	Ventura Laurel Cyn	2.3	2.0	7%	1.5
Ventura Laurel Cyn	Ventura Van Nuys	3.5	4.1	10%	1.1
Ventura Van Nuys	Ventura Balboa	5.3	5.2	16%	1.7
Ventura Balboa	Ventura Reseda	3.9	3.4	11%	1.8
Ventura Reseda	Ventura Winnetka	1.8	1.4	5%	0.9
Ventura Winnetka	Ventura Tpga Cyn	2.6	2.2	8%	1.3
Ventura Tpga Cyn	Owensmouth Oxnard	3.6	1.6	10%	1.8
Total		34.1	23.7	100%	2.0

Line 720 Wilshire/Whittier Stations		Boardings	Alightings	% of Total Boardings	% of Total Alightings
Ocean	Colorado	1,112	1,354	3%	3%
Wilshire	4th St	1,170	1,113	3%	3%
Wilshire	14th St	534	698	1%	2%
Wilshire	Bundy Dr	740	688	2%	2%
Wilshire	Barrington	834	941	2%	2%
Wilshire	VA Hosp	441	561	1%	1%
Wilshire	Westwood	2,179	2,558	5%	6%
Wilshire	Santa Monica	951	1,134	2%	3%
Wilshire	Beverly Dr	980	1,135	2%	3%
Wilshire	Robertson	790	639	2%	2%
Wilshire	La Cienega	1,207	1,165	3%	3%
Wilshire	Fairfax	1,293	1,526	3%	4%
Wilshire	La Brea	1,275	1,203	3%	3%
Wilshire	Crenshaw	805	793	2%	2%
Wilshire	Western	3,371	2,957	8%	7%
Wilshire	Normandie	2,514	2,270	6%	6%
Wilshire	Vermont	3,891	3,065	10%	8%
Wilshire	Alvarado	2,261	2,115	6%	5%
6th St	Witmer	1,256	1,061	3%	3%
5th/6th St	Grand	1,072	1,244	3%	3%
5th/6th St	Broadway	2,915	3,127	7%	8%
5th/6th St	Main	953	965	2%	2%
Whittier	Soto	1,378	1,363	3%	3%
Whittier	Lorena	899	794	2%	2%
Whittier	Indiana	603	599	1%	1%
Whittier	Herbert	642	741	2%	2%
Whittier	Arizona	769	905	2%	2%
Whittier	Atlantic	1,313	1,061	3%	3%
Whittier	Hoeffner	977	1,194	2%	3%
Garfield	Whittier	1,025	1,103	3%	3%
Montebello	Metrolink	193	271	0%	1%
Wilshire	VA Hosp	441	561	1%	1%
Total Line 720		40,343	40,343	100%	100%

The Wilshire/Whittier Metro Rapid line is less influenced by the Metro Red Line, although the segment from Western to Alvarado has the highest ridership generation of the line. Downtown Los Angeles was the next stronger ridership generator followed by Westwood.

A key expectation for the Wilshire/Whittier Metro Rapid line was that it would provide an important service link between the east and west sides through downtown Los Angeles. Analysis of both the Automated Passenger Counter (APC) ridership data and passenger survey data indicate that significant numbers of riders are making these trips using Metro Rapid. Some 35-40 percent of the on-board riders entering downtown continue between the east and west sides will

little variation during the day. Passenger survey responses indicated that approximately 41 percent of the Eastside riders travel to the Westside or Santa Monica with 24 percent having a downtown destination.

In conclusion, it appears that Metro Rapid has exceeded ridership expectations in terms of overall increased passenger use on both Metro Rapid and local buses, penetration of previous non-user markets, use by longer distance travelers, meeting the needs of persons traveling between the east and west sides of Los Angeles County, and serving as an extension of the Metro Red Line in the San Fernando Valley. It is also clear that ridership continues to grow, especially on the Wilshire/Whittier line, which appears to be capacity constrained during at least the peak periods. Growth will be further fostered by the completion of the Metro Rapid Stations along both corridors and the second phase of the marketing campaign. This will place a priority of providing significantly more capacity along the Wilshire/Whittier in a cost-effective fashion. Moreover, similar performance and market response to both Metro Rapid lines may be indicative of what to expect for Phase II line additions to the Metro Rapid network.

Customer Perceptions and Behavior

On-board questionnaires were distributed to bus riders “before” Metro Rapid in early June 2000 and “after” in September 2000 (prior to the strike) to assess rider perceptions, behavior, and profiles. The surveys asked riders to evaluate various elements of service as well as overall satisfaction, with the ultimate purpose of determining changes in customer perceptions of bus service after the introduction of Metro Rapid. Specific questions focused on rider behavior, including trip origins and destinations and frequency of bus use. Questions also obtained information on the ability to recognize Metro Rapid and perceptions of service quality. Finally, demographic questions provided a basis to assess changes in the demographic profile of Metro Rapid and local riders compared to the previous ridership.

Major findings include:

- An analysis of customer ratings and importance of all service attributes clearly shows that Metro Rapid riders perceive a quantum leap in service performance and quality. Changes of this magnitude in performance ratings are rare, particularly over a relatively short time frame (90 days). MTA has essentially raised the bar significantly in terms of service quality for its riders through the Metro Rapid Demonstration Program.

- Ratings for Metro Rapid service are higher for all attributes compared to the prior Limited-Stop service ratings. These improvements are statistically significant for all service attributes. The overall rating of MTA service increased by 0.35, from 3.48 among previous limited riders to 3.83 among Metro Rapid riders.

- Ratings for Metro Rapid service are higher for all attributes compared to the “after” Local service ratings, and all differences are statistically significant. The largest differentials are for cleanliness, travel time on the bus, and frequency of buses.

- Ratings have also increased on local bus service for most attributes, but many of the increases are not statistically significant.

- A surprising number of riders are coming from neighborhoods that are usually seen as low transit ridership areas, especially south of Ventura Boulevard on Route 750.

- Metro Rapid service is drawing new, non-traditional riders. Most Metro Rapid passengers were existing transit users, but 17% either did not make this trip previously or used a non-transit mode (most likely the automobile). The majority of both Metro Rapid and local bus riders report income levels below $15,000 annually. However, over 13% of Metro Rapid riders have incomes above $50,000 versus just 6 percent for local buses. Metro Rapid also has a higher percentage of male riders compared to the locals and former limited lines.

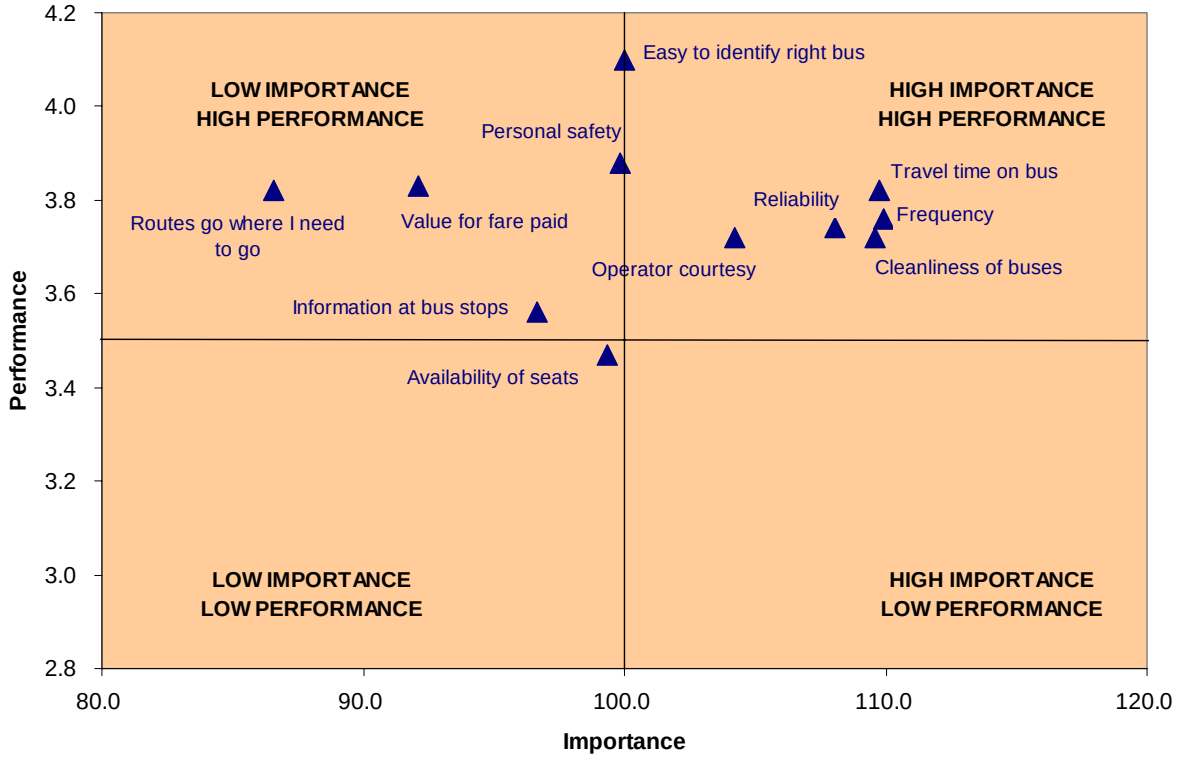
- Nearly 14% of Metro Rapid riders began using MTA services within the last three months. By comparison, only nine percent of local riders began using MTA services in this same time frame.

- Automobile availability is surprisingly similar for Metro Rapid and local bus riders. Approximately one-quarter of riders in both groups are from households with at least two cars.

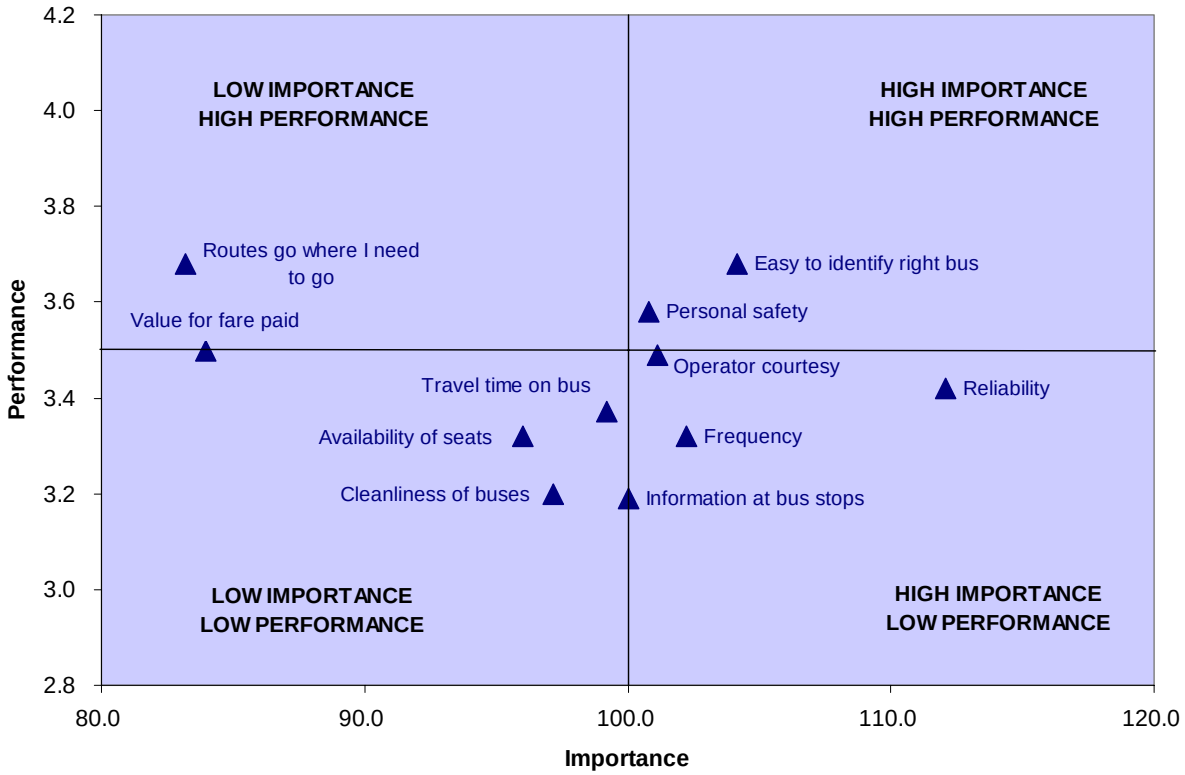
- Approximately ¼ of Line 750 Ventura riders connected to the Metro Red Line to complete their journey, indicating that the Metro Rapid is serving as an extension of the rail system in the San Fernando Valley.

- A large percentage of those originating from the Eastside, on Route 720 (Wilshire/Whittier), traveled through Downtown to the Westside on the morning trips. This supported findings in previous studies that suggested a relatively large east-to-west demand in the peak hours.

Importance vs. Performance for Service Attributes
Metro Rapid



Importance vs. Performance for Service Attributes
Local Bus After



In summary, the Metro Rapid program has demonstrated two critical elements: (1) customers perceive Metro Rapid as clearly superior to MTA's existing bus services; and (2) Metro Rapid's ability to increase transit's market share among discretionary travelers.

Service Effectiveness and Efficiency

The original operating concept for the demonstration was to provide existing and potential customers with equal amounts of local and Metro Rapid service and allow them to choose that which best met their needs. This operating plan was implemented in June 2000. From the initial week of operations it was clear that many customers were choosing the Metro Rapid ser-

Weekday Corridor Service

	Unlinked Passengers			Passenger Miles			Peak Vehicles			Revenue Hours		
Corridor	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change
WILSHIRE-WHITTIER												
Lines 18/318	32,100			94,695			45			517		
Lines 20/21/22/320/322	31,400			162,495			77			727		
Line 18		25,000			65,000			33			397	
Lines 20/21		25,000			93,750			42			410	
Metro Rapid 720		40,300			237,770			71			705	
Combined Corridor	63,500	90,300	42.2%	257,190	396,520	54.2%	122	146	19.7%	1,244	1,511	21.5%
VENTURA												
Lines 424/425/522	13,500			124,200			37			285		
Lines 150/240		8,100			40,929			28			317	
Metro Rapid 750		9,000			71,550			21			198	
Combined	13,500	17,100	26.7%	124,200	112,479	-9.4%	37	49	32.4%	285	515	80.9%
TOTAL DEMONSTRATION	77,000	107,400	39.5%	381,390	508,999	33.5%	159	195	22.6%	1,528	2,027	32.6%

vice. This led to overloading on both Metro Rapid lines initially (only the Wilshire/Whittier line continues to have under-capacity problems) and continuing underutilization on two of the three local services (i.e., Lines 20/21 and 150/240).

Overall performance (service effectiveness and efficiency) has improved on the Wilshire/Whittier corridor with the introduction of Metro Rapid with productivity up 17 percent and subsidy per passenger and passenger mile improved 18 and 24 percent, respectively.

Weekday Corridor Performance

	Passengers Per Revenue Hour			Subsidy per Passenger Mile			Subsidy per Passenger			Subsidy per New Passenger		
Corridor	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change	Pre-Rapid	Post-Rapid	% Change
WILSHIRE-WHITTIER												
Lines 18/318	62.0			($0.17)			($0.51)					
Lines 20/21/22/320/322	43.2			($0.21)			($1.08)					
Line 18		63.0			($0.18)			($0.46)				
Lines 20/21		61.0			($0.15)			($0.58)				
Metro Rapid 720		57.2			($0.14)			($0.82)				
Combined Corridor	51.0	59.7	17.0%	($0.20)	($0.15)	-24.2%	($0.79)	($0.65)	-17.8%		($0.32)	
VENTURA												
Lines 424/425/522 [4]	47.4			($0.10)			($0.93)					
Lines 150/240 [4]		25.5			($0.42)			($2.13)				
Metro Rapid 750		45.5			($0.15)			($1.20)				
Combined	47.4	33.2	-30.0%	($0.10)	($0.25)	146.6%	($0.93)	($1.64)	76.3%		($4.30)	
TOTAL DEMONSTRATION	50.4	53.0	5.2%	($0.16)	($0.17)	3.5%	($0.82)	($0.81)	-1.0%		($0.79)	

Performance on the Ventura corridor has declined significantly despite the 27 percent increase in riders. This is principally due to the very large increase in Ventura local service which is performing at half the level of the previous express service to downtown Los Angeles. The Metro Rapid performance is tracking the previous express service that was replaced partly by the Metro Rapid and local buses and mostly by the Metro Rail Red Line extension.

The subsidy per new passenger (net revenue minus net operating cost per new passenger) is very attractive for the Wilshire/Whittier Metro Rapid service at just $0.32, competing very effectively with the various rail options. At a subsidy of over $4.00 per new passenger, the Ventura Metro Rapid has been less cost-effective. However, it is expected that as services on Wilshire, Whittier, and Ventura Boulevards are adjusted to reflect actual ridership, overall and individual corridor performance should continue improve significantly.

Operating and Capital Costs

One of the principal advantages of Metro Rapid service is that the net cost, both operating and capital, is considerably lower than other transit mode choices. It balances speedy service with higher capacity and low implementation costs.

Operating Cost

Overall, the annualized (12 month) marginal operating cost of the Metro Rapid demonstration service is approximately $12.5 million with a strong likelihood that $2-3 million of this net increase will be eliminated through refinement of the local and Metro Rapid operating schedules on the two corridors. The overall annual operating cost of Metro Rapid service averages just $500,000 per mile.

Operating Cost Summary

Corridor	Annual Operating Cost			
	Pre-Rapid	Post-Rapid	Net Change	% Change
WILSHIRE-WHITTIER				
Lines 18/318	$10,563,000			
Lines 20/21/22/320/322	$14,964,000			
Line 18		$8,099,000	($2,464,000)	-23.3%
Lines 20/21		$8,574,000	($6,390,000)	-42.7%
Metro Rapid 720		$16,485,000	$16,485,000	N/A
Combined Corridor	$25,527,000	$33,158,000	$7,631,000	29.9%
VENTURA				
Lines 424/425/522	$6,954,000			
Lines 150/240		$6,922,000	($32,000)	-0.5%
Metro Rapid 750		$4,939,000	$4,939,000	N/A
Combined	$6,954,000	$11,861,000	$4,907,000	70.6%
TOTAL DEMONSTRATION	$32,481,000	$45,019,000	$12,538,000	38.6%

Capital Cost

One of the principal objectives of the Metro Rapid program is to provide high quality rail emulation service with significantly lower capital investment. The Metro Rapid capital program involved three areas: station development, bus signal priority, and vehicle acquisition. The station program was designed, fabricated and installed at a cost of approximately $100,000 per mile. The bus signal priority system cost was approximately $20,000 per intersection. Buses used to operate the Metro Rapid Program were NABI 40-foot CNG low-floor vehicles from current fleet procurement orders.

Capital Cost Summary

Capital Element	Wilshire-Whittier		Ventura	
	Units/Miles	Cost	Units/Miles	Cost
Stations	25.7 miles	$2,441,000	16.7 miles	$1,590,300
Bus Signal Priority	25.7 miles	$2,569,000	16.7 miles	$1,674,000
TOTAL DEMONSTRATION		$5,010,000		$3,264,300

Capital Element	Total		Cost Per Mile
	Units/Miles	Cost	
Stations	42.4 miles	$4,031,300	$95,000
Bus Signal Priority	42.4 miles	$4,243,000	$100,000
TOTAL DEMONSTRATION		$8,274,300	$195,000

Metro Rapid Phase II

The Metro Rapid Demonstration Program has been a clear success during its first 90 days of operations. Based on this success, a Phase II Expansion Program is proposed that involves two principal elements:

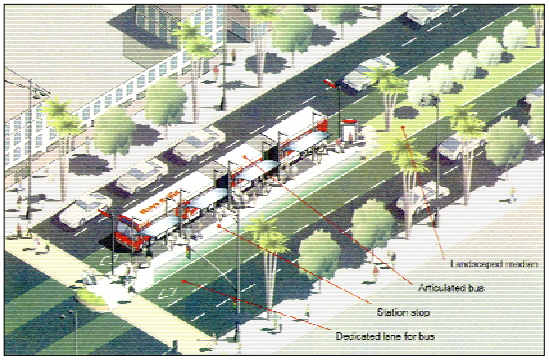
- Introduction of the remaining Curitiba model attributes (attributes 8-13).
- Expansion of the Metro Rapid network.

CURITIBA KEY ATTRIBUTES	Metro Rapid Phase I Demonstration	Metro Rapid Phase II Expanded System
1. Simple Route Layout	Yes	Yes
2. Frequent Service	Yes	Yes
3. Headway-based Schedules	Yes	Yes
4. Less Frequent Stops	Yes	Yes
5. Level Boarding and Alighting	Yes	Yes
6. Color-coded Buses and Stations	Yes	Yes
7. Bus Signal Priority	Yes	Yes
8. Exclusive Lanes	No	Yes
9. Higher Capacity Buses	No	Yes
10. Multiple Door Boarding & Alighting	No	Yes
11. Off-Vehicle Fare Payment	No	Yes
12. Feeder Network	No	Yes
13. Coordinated Land Use Planning	No	Yes

Introduce Remaining Attributes

The remaining attributes are discussed below

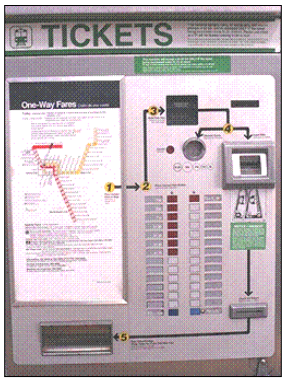
Exclusive bus lanes – two approaches are proposed for development of exclusive bus lanes: (1) short segments where warranted by congestion delay; and (2) full-length exclusive transitways either on arterials or in separate rights-of-way. The following is illustrative of possible arterial exclusive lane options.



Higher capacity buses – as previously discussed, the Wilshire/Whittier Metro Rapid peak hour frequency has nearly reached 2 minutes and the service is still experiencing overcrowded conditions despite several capacity increases. There are three principal options open for MTA to operate higher capacity buses:

- 45-foot vehicles (8-12 more seats than the standard bus)
- 60-foot articulated vehicles (18-20 additional seats)
- 80-foot bi-articulated vehicles (36-40 additional seats)

Multiple door boarding and fare prepayment – multiple door boarding requires off-vehicle fare collection either through controlled access or using a barrier-free proof-of-payment system. The benefits have been long established for light and heavy rail operations and are clearly applicable to high volume Metro Rapid service (the Wilshire/Whittier Metro Rapid is Los Angeles County's third heaviest transit line after the Metro Red and Blue Lines and ahead of the Metro Green Line). MTA has adopted a barrier-free system with random inspections for the rail program. Metro Rapid has very similar needs and will likely require a similar approach, especially given the limited space along the arterial rights-of-way for Curitiba-type stations.



Feeder network – MTA's basic grid network of regional and local bus services makes development of a separate feeder network for the Metro Rapid (and Metro Rail) of less importance. In Phase II, introduction of new community-based transit services (e.g., Smart Shuttles and circulators) as well as local network restructuring will be appropriate in support of the Metro Rapid network, especially where the prevailing local network is not grid-based.

Coordinated land-use – one reason for the success of both the Wilshire/Whittier and Ventura Metro Rapid lines is their operation on corridors where land-use is coordinated with transit. Streetscapes and densities are not unlike the "structural corridors" that were developed in Curitiba for the bi-articulated red express lines. The City of Los Angeles has a new project under-

way to identify transit impacts that could become part of its redevelopment warrants, i.e., Transit Oriented Design – one element could cover coordinated land-use around Metro Rapid stations.

Expansion of the Metro Rapid Network – Arterial Lines

The success of the demonstration lines has provided clear indications that the Metro Rapid program as currently implemented has met with customer approval. Together with the introduction of the additional Curitiba model attributes, expansion of the Metro Rapid network is appropriate. A multi-level selection process was developed for identifying the Phase II Metro Rapid arterial lines. The first step is based on the Tier One transit criteria and includes lines that meet the following minimum requirements:

- Serve major regional corridors
- Provide key network connections for longer distance travel
- High passenger use

The second step prioritized lines meeting the above requirements based on secondary criteria that included:

- Weekday unlinked passengers
- Average passenger trip length
- Revenue operating speed
- Annual passengers per route mile
- Weekday seat utilization
- Weekday riders retained on weekends
- Weekday passengers per bus hour
- Operating ratio

The resulting candidate lines were then checked for current frequency levels (ability to support Metro Rapid frequencies), whether the corridor currently has multiple levels of regional service (e.g., express, limited-stop, local, and community), and whether it duplicates any other comparable rapid transit (generally a one mile spacing between continuous lines). Based on these findings, lines were confirmed as Metro Rapid candidates and prioritized in three sub-Phases: IIA, IIB, and IIC. The proposed Metro Rapid candidate lines for Phase II as of February 2002 are:

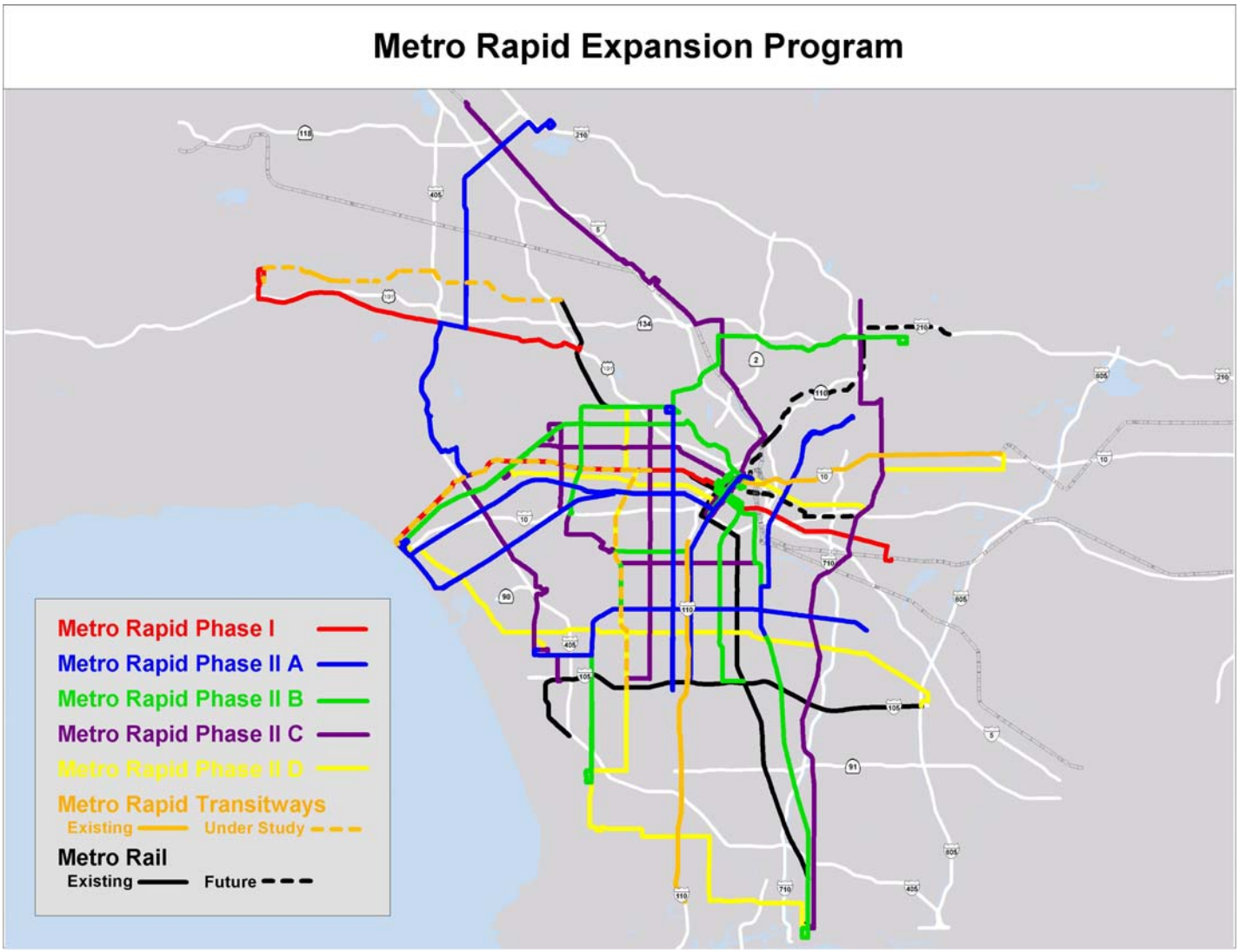
METRO RAPID PHASE II

Phase IIA	**Phase IIB**	**Phase IIC**	**Phase IID**
South Broadway	Central	Western	West Olympic
Vermont	Santa Monica	Beverly	Garvey/Chavez
Pico-Pico-Venice	Hawthorne	Vernon/La Cienega	Manchester
Florence	Long Beach	Atlantic	Crenshaw/Rossmore
Soto	Hollywood/Pasadena	San Fernando	Torrance/Long Beach
Van Nuys		Sepulveda	Lincoln

Colors denote sub-phasing on following map.

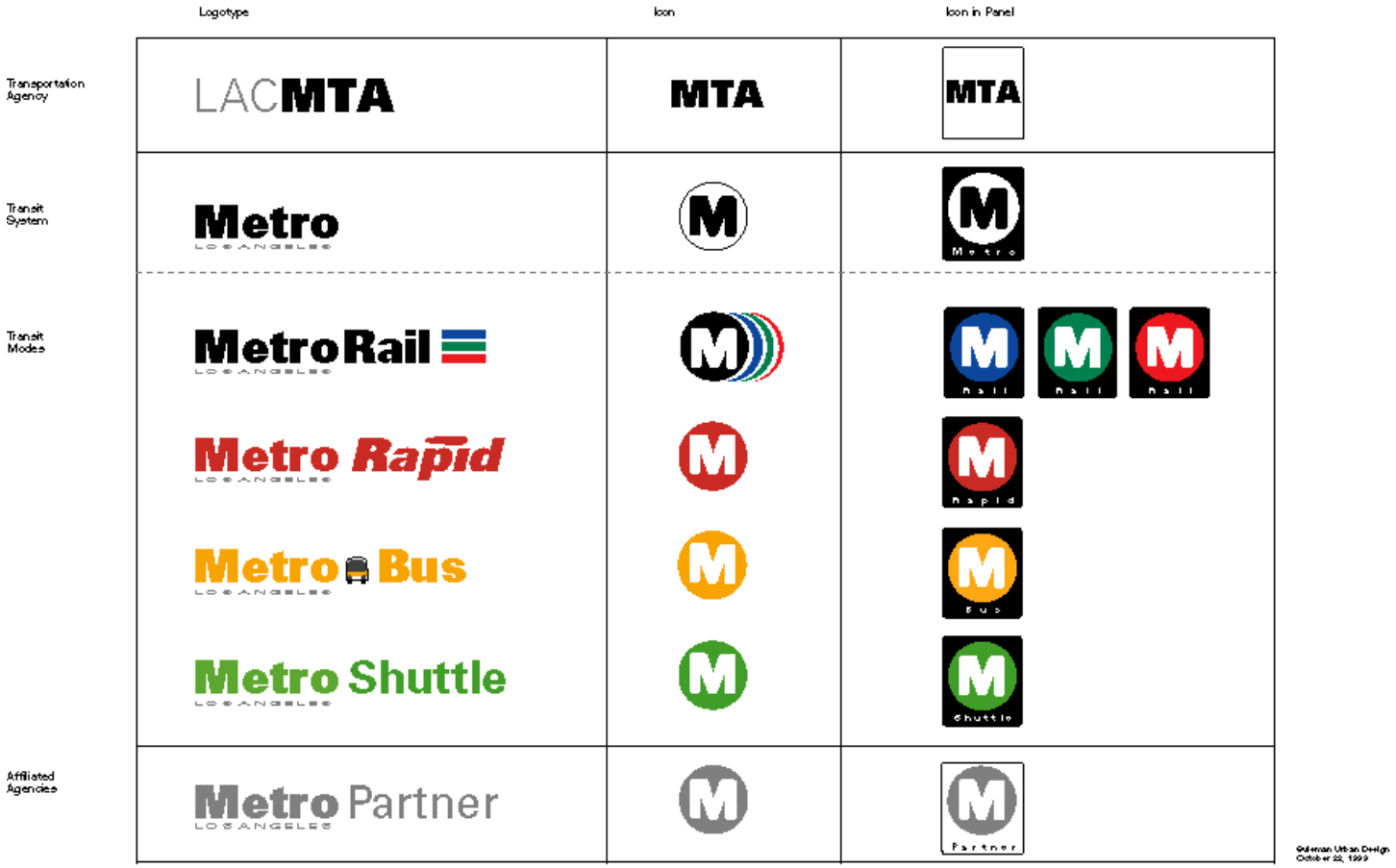
Expansion of the Metro Rapid Network – Transitways

Metro Rapid lines are also proposed for exclusive rights-of-way, augmenting the arterial Metro Rapid lines. In some cases, lines may operate partially along transitways and arterials. The overall proposed Metro Rapid network extensively covers the core high-demand portion of the County of Los Angeles, as illustrated below.



Integration of Corporate Identity

The successful "branding" of the Metro Rapid Program as a separate service with different attributes, and the development of customer loyalty, provides an opportunity for MTA to develop distinct transit services tailored to customer needs. A draft corporate identity was developed during the Metro Rapid Demonstration Program that illustrates an effective way to define and "brand" the different services.



Metro Rapid Art Program

Under the guidance of Metro Art, an artist team has created several visual enhancements to the Metro Rapid fleet interiors and select stops. These include a custom interior seat fabric and artwork for the interior spaces over the windows. The design motif is based upon symbols borrowed from historic transit passes and weaves a contemporary story played out in locations along the Metro Rapid route. The seat fabric design is visually dynamic to discourage vandalism. Concrete seating clusters with Metro Rapid "red" accents will be installed on MTA property where Metro Rapid meets Metro Rail.

Summary of Key Recommendations

- The MTA, working with the Los Angeles County Municipal Operators and cities, should build on the success of the Metro Rapid Demonstration Program.

- MTA should complete the Phase I attributes still in implementation, including the stations, “next-bus” displays, and expansion of the bus signal priority system outside the City of Los Angeles.

- A significant increase in vehicle capacity is recommended. The short-term recommendation is to increase the number of 40-foot Metro Rapid buses assigned to the two Demonstration Corridors. However, there is a limit to the number of buses that can be cost effectively added. The Wilshire/Whittier Corridor is currently operating close to this limit. The more cost-effective long-term solution is to introduce high-capacity buses.

- Implement the Phase II Metro Rapid System Expansion Program, including both new attributes and the expansion of lines.

Appendix A
Metro *Rapid* Program
Transit Priority System Evaluation Report

Introduction

The City of Los Angeles Department of Transportation (LADOT), in collaboration with the MTA, has successfully implemented an advanced Transit Priority System (TPS) project for buses along two major transit corridors in the Los Angeles Region. The TPS Project was developed by LADOT, and has received nationwide media attention. Furthermore, LADOT has received several awards for creativity and innovation from prominent organizations.

The TPS project is a critical element of the Metro Rapid Bus Demonstration Program that was jointly developed by LADOT and MTA. The initial phase of the Metro Rapid Bus was deployed on June 24, 2000, when the Metro Red Line subway was extended to the North Hollywood Stations in the San Fernando Valley. The purpose of the Metro Rapid Bus Demonstration Program is to offer rail-type frequent and high quality transit services connecting the terminus of the Red Line to major destinations in the outlining areas. The TPS project serves to improve the on-time performance of the Metro Rapid Bus by adjusting the signal timing at intersections for buses as their approach is detected. The TPS is also used to provide real-time next bus arrival information to passengers waiting at bus stations and assist bus fleet management by recording the travel time for each bus run. The Metro Rapid Bus program features limited stops and new low-floor clean-air buses.

Project Description

The TPS project involves adjusting timing of traffic signal on two of the most heavily traveled transit corridors in Los Angeles: Ventura Boulevard and Wilshire/Whittier Boulevards. The Ventura Boulevard Corridor, consisting of 88 signalized intersections and 16-miles of roadway, connects the Metro Red Line Station at Universal City to the Warner Center, a major commercial and business center in the West San Fernando Valley. The Wilshire/Whittier Boulevard Corridor, consisting of 123 signalized intersections and 14-miles of roadway, traverses through the central part of the Los Angeles Basin and connects East Los Angeles with the Central Business District, and the Cities of Beverly Hills and Santa Monica. Wilshire Boulevard is a prime business district with extensive commercial office buildings, museums and retail stores. Whittier Boulevard serves as a major east-west arterial in East Los Angeles and is fronted by a mixture of retail stores and residential area. These two streets are connected by the one-way street couplet of Fifth and Sixth Streets in the downtown Central Business District. The County of Los Angeles and the Cities of Beverly Hills and Santa Monica are not participants of this demonstration project, although the Metro Rapid Bus route extends 12 miles outside the City of Los Angeles.

The TPS Project also includes control of dynamic passenger information signs at selected bus shelters along the Metro Rapid Bus routes. These highly visible LED signs inform passengers of the estimated arrival times of the next Metro Rapid bus. The arrival time information is computed by the system based on the actual speed of the bus and is accurate to within one minute. LADOT staff also developed the sophisticated algorithm that calculates the arrival time.

Project Implementation

ATSAC and TPM System Operation

Each signalized intersection in the project area is equipped with loop detectors that serve as Automatic Vehicle Identification (AVI) sensors. These sensors embedded in the pavement receive a radio-frequency code from a small transponder installed on the underside of a vehicle. Buses equipped with unique transponders will be detected when traveling over the loop detectors. These loops are connected to a sensor unit within the traffic signal controller at each intersection, which transmits the bus identification number to the Transit Priority Manager (TPM) computer in the City's Automated Traffic Surveillance and Control (ATSAC) Center at City Hall East for tracking and schedule comparison.

Once the bus identification and location are received by the TPM, the computer makes a determination of the need for traffic signal priority. If the bus is early or ahead of the scheduled headway, no traffic signal priority treatment is provided. However, if the bus is late or beyond the scheduled headway, then the downstream traffic signal controller will provide signal priority to help the bus catch up with the scheduled headway. In addition, real-time data links from the MTA dispatch center to the ATSAC center is used to obtain the daily bus assignment for schedule comparison.

Individual Intersection Operation

Traffic signal control at each intersection is provided by Model 2070 controllers that are equipped with a state-of-the-art software program developed by the City of Los Angeles specifically for this project. Once the Model 2070 traffic signal controller receives a request from the Transit Priority Manager, it implements one of the following four types of traffic signal priority actions depending upon the point in time when the signal controller receives the commands, relative to the background cycle.

Types of Priority

- **Early Green** priority is granted when a bus is approaching a red signal. The red signal is shortened to provide a green signal sooner than normal.

- **Green Extend** priority is granted when a bus is approaching a green signal that is about to change. The green signal is extended until the bus passes through the intersection.

- **Free Hold** priority is used to hold a signal green until the bus passes through the intersection during non-coordinated (free) operation.

- **Phase Call** brings up a selected transit phase that may not normally be activated. This option is typically used for queue jumper operation, or a priority left turn phase.

Before and After Study of Bus Travel Times and Travel Speeds

A detailed evaluation of the Transit Priority System was undertaken in mid-September 2000, three months after the beginning of the Metro Rapid Bus service. This allowed time for bus operators, passengers and general automotive traffic to become aware of the system. The first part of the evaluation measures the effectiveness of the system in terms of overall travel time savings along the route and the reduction of time transit vehicles spent waiting at red traffic signals. The second part of the evaluation measures the impacts to general automotive traffic from the implementation of the Transit Priority System. Data for each evaluation was collected independently, and the results of these are presented below.

Previous Bus Delay Study

In the spring of 1998, LADOT staff conducted a manual data collection program along Wilshire and Ventura Boulevards to analyze the major causes of bus delay and operating inefficiency. The findings of that study indicated that the overall bus delays can be attributed to two major factors: buses stopped for red traffic signals, and buses delayed at bus stops loading and unloading passengers. Approximately 20% of the total bus running time was spent waiting at traffic signals, and another 25% of the total bus running time was due to bus loading delays at bus stops. These combined delays represent 45% of the total bus running time, from which the traffic signals contributed 45% of the total delays, and the bus stops 55% of the total delays.

Before and After Study Methodology

The Transit Priority System records the time and date each transponder-equipped bus passes over a loop detector in the system. This provides a complete record of each bus trip made along the Rapid Bus route. From this detailed recorded data, it is possible to determine exactly the running times of the buses. For the period September 5, 2000 through September 14, 2000, a total of 13 Rapid Buses (seven assigned to the Wilshire/Whittier Boulevard route and six assigned to the Ventura Boulevard route) were not given priority at any of the traffic signals. All of the remaining 99 Rapid Buses operated with priority. During the same time period, approximately 25 local buses, which also have transponders installed, operated over equivalent sections of the Metro Rapid Bus routes in normal revenue service. None of the local buses receive priority at any of the traffic signals along either of the routes.

Run time data was analyzed for over 1000 buses which made trips along the Rapid Bus routes during the A.M. and P.M. peak periods for two weeks on Tuesdays, Wednesdays and Thursdays. For the Wilshire/Whittier Boulevard route, this data was collected over three segments of the route and aggregated into a total value that represents the travel time in the City of Los Angeles only. The travel times through Beverly Hills are not examined in this analysis. The analysis of the Ventura Boulevard route included data from Topanga Canyon Boulevard to Vineland Avenue, where equivalent local bus service exists. Data was collected and analyzed for two peak periods in both directions along each route. The 7-9 A.M. morning peak and 4-6 P.M. evening peak trip start times represent the most congested times along these travel corridors, and have the most bus trips from which to analyze the data. The data collected in these time periods is summarized in Tables 1 and 2 of Attachment A.

Ventura Boulevard Travel Time Analysis

Data collected along Ventura Boulevard was used to determine the amount of time saved between local buses and Rapid Buses both with and without priority. This information shows how

much of the travel time savings is due to the Transit Priority System as compared to the Rapid Buses alone.

			Travel Time (minutes)			Time Savings (minutes)		Time Savings (percent)		Benefit	
			Local	Rapid							
Street	Direction	Time Period	Base Trip	Priority Off	Priority On	Priority Off	Priority On	Priority Off	Priority On	MTA Share	LADOT Share
Ventura Bl	E/B	7-9 am	58	48	45	10	13	17%	22%	77%	23%
Topanga Canyon	E/B	4-6 pm	54	48	44	6	10	11%	19%	60%	40%
to	W/B	7-9 am	57	47	43	10	14	18%	25%	71%	29%
Vineland	W/B	4-6 pm	53	45	40	8	13	15%	25%	62%	38%
(14 miles)	*Average*		56	47	43	9	13	15%	23%	67%	33%

The combined effects of the Rapid Bus service and the Transit Priority System have reduced the average running times along Ventura Boulevard by 23%, of which 33% is due to TPS, and 67% due to the Rapid Buses. The average travel speed for local buses was 15 miles-per-hour.

The benefits of the Transit Priority System can be calculated by comparing the traffic signal delays both with and without the priority system activated. The following analysis was used on data collected from Ventura Boulevard:

VENTURA BOULEVARD TRAVEL DELAY ANALYSIS

Length:	14	miles	Selected study area
Base running time:	56	minutes	No priority local buses
Bus stop delay:	14	minutes	25% of base running time
Traffic signal delay:	11	minutes	20% of base running time
Actual travel time:	31	minutes	27 mph running speed
Savings:			Due to project
Rapid bus:	9	minutes	16% of base running time
Signal priority:	4	minutes	7% of base running time
Total savings:	13	minutes	23% of base running time
New running time:	43	minutes	Priority buses
New bus stop delay:	5	minutes	9% of base running time
New traffic signal delay:	7	minutes	13% of base running time
Bus stop delay reduction:	9	minutes	64% of base bus stop delay
Signal delay reduction:	4	minutes	36% of base signal delay

This analysis shows that a 4-minute reduction in signal delay has been obtained from the Transit Priority System on Ventura Boulevard, which is a 36% reduction in the delays caused by traffic signals along the route. The speed for the Rapid Bus increased to 20 miles-per-hour. An alternative analysis using estimated dwell times is shown in Attachment B.

Wilshire/Whittier Boulevard Travel Time Analysis

Similar analysis based on the data collected along Wilshire/Whittier Boulevards determined the amount of time saved between local buses and Rapid buses both with and without priority, and how much of the travel time savings was due to the Transit Priority System, as compared to the Rapid Buses alone.

			Travel Time (minutes)			Time Savings					
			Local	Rapid		(minutes)		(percent)		Benefit	
Street	Direction	Time Period	Base Trip	Priority Off	Priority On	Priority Off	Priority On	Priority Off	Priority On	MTA Share	LADOT Share
Wilshire Bl	E/B	7-9 am	16	14	13	2	3	13%	19%	67%	33%
Centinela	E/B	4-6 pm	19	16	15	3	4	16%	21%	75%	25%
to	W/B	7-9 am	16	14	13	2	3	13%	19%	67%	33%
Comstock	W/B	4-6 pm	16	15	14	1	2	6%	13%	50%	50%
(3 miles)	*Average*		17	15	14	2	3	12%	18%	65%	35%
Wilshire Bl	E/B	7-9 am	29	22	19	7	10	24%	34%	70%	30%
San Vicente	E/B	4-6 pm	32	28	26	4	6	13%	19%	67%	33%
to	W/B	7-9 am	35	30	27	5	8	14%	23%	63%	38%
Valencia	W/B	4-6 pm	35	24	22	11	13	31%	37%	85%	15%
(6 miles)	*Average*		33	26	24	7	9	21%	28%	71%	29%
6th St / Whittier Bl	E/B	7-9 am	26	18	16	8	10	31%	38%	80%	20%
Valencia	E/B	4-6 pm	26	19	17	7	9	27%	35%	78%	22%
to	W/B	7-9 am	26	20	18	6	8	23%	31%	75%	25%
Indiana	W/B	4-6 pm	28	22	19	6	9	21%	32%	67%	33%
(5 miles)	*Average*		27	20	18	7	9	26%	34%	75%	25%
Wilshire / Whittier	E/B	7-9 am	71	54	48	17	23	24%	32%	74%	26%
Centinela	E/B	4-6 pm	77	63	58	14	19	18%	25%	74%	26%
to	W/B	7-9 am	77	64	58	13	19	17%	25%	68%	32%
Indiana	W/B	4-6 pm	79	61	55	18	24	23%	30%	75%	25%
(14 miles)	*Average*		76	61	55	16	21	20%	28%	73%	27%

The combined effects of the Rapid Bus service and the Transit Priority System have reduced the average running times along Wilshire/Whittier Boulevards by 28%, of which 27% is due to the signal priority system, and 73% due to the Rapid Buses. The average speed for local buses was 11 miles-per-hour.

The benefits of the Transit Priority System can be calculated by comparing the traffic signal delays both with and without the priority system activated. The following analysis was used on data collected from Wilshire/Whittier Boulevards:

WILSHIRE/WHITTIER BOULEVARD TRAVEL DELAY ANALYSIS

Length:	14	miles	Selected study area
Base running time:	76	minutes	No priority local buses
Bus stop delay:	19	minutes	25% of base running time
Traffic signal delay:	15	minutes	20% of base running time
Actual travel time:	42	minutes	20 mph running speed
Savings:			Due to project
Rapid bus:	16	minutes	21% of base running time
Signal priority:	5	minutes	7% of base running time
Total savings:	21	minutes	28% of base running time
New running time:	55	minutes	Priority buses
New bus stop delay:	3	minutes	4% of base running time
New traffic signal delay:	10	minutes	13% of base running time
Bus stop delay reduction:	16	minutes	84% of base bus stop delay
Signal delay reduction:	5	minutes	33% of base signal delay

This analysis shows that a 5-minute reduction in signal delay has been obtained from the Transit Priority System on Wilshire/Whittier Boulevards, which is 33% reduction in the delays caused by traffic signals along the route. The average travel speeds for the Rapid Bus increased to 15 miles-per-hour. An alternative analysis using estimated dwell times is shown in Attachment B.

Summary of Findings About Travel Time Savings

The evaluation of the results show that the combined benefits of traffic signal priority and the limited stop Rapid Bus led to a net travel time saving of 28% on Wilshire/Whittier Boulevards and 23% on Ventura Boulevard. Based on further analysis, as shown in the previous tables, the following results have been determined:

- On Ventura Boulevard, 33% of the travel time savings is due to the Transit Priority System and 67% from other components of the Metro Rapid Bus Program.

- On Wilshire/Whittier Boulevards, 27% of the savings is due to the Transit Priority System and 73% from other components of the Metro Rapid Bus Program.

- The Transit Priority System reduced the delays caused by traffic signals by 36% on Ventura Boulevard.

- The Transit Priority System reduced the delays caused by traffic signals by 33% on Wilshire/Whittier Boulevards.

Mixed-Flow Traffic Impact Analysis

The second analysis involved the collection of data regarding the impacts to general automotive traffic. Data were collected at twelve selected locations along both the Ventura Boulevard and Wilshire/Whittier Boulevard routes. Using the automatic data collection capabilities of the City's ATSAC system, traffic volume, occupancy, speed, stops, queues and delay data were collected at each intersection for a two-week period. During this period, the signal priority was "enabled" and then "disabled" to effectively measure the impacts to traffic. The traffic data was collected over three two-hour periods each weekday. The data collection periods were 7-9 A.M. for the morning peak, 11 A.M. to 1 P.M. for the midday peak and 4-6 P.M. for the evening peak. Also during these times the number of cycles experiencing transit priority and the amount of green time provided was recorded.

The twelve selected locations fall into three categories of intersections. The first category is major arterial crossings, the second is secondary arterial crossings, and the third is local or collector crossings. Combinations of fully-actuated, semi-actuated and pre-timed signals were included in the study to adequately represent the typical installations along the project. A complete list of the selected intersections along with their classification and type of operation are included in Tables 2 and 4 of Attachment C.

Data for the analysis was collected over a two-week period for both the before and after conditions, providing 25 same-time-period before and after comparisons. The actual analysis was made between the two before and after days with the most similar volume data. This represents the closest traffic conditions between the before and after data. The complete data collected is shown in Tables 1 and 3 of Attachment C.

Summary of Findings for Mixed-Flow Traffic Impacts

Since each of the Metro Rapid Bus routes cross the twelve selected intersections on the eastbound and westbound approaches, the data for the northbound and southbound approaches represents the effect on cross street traffic. In general, there is only a slight impact to the cross street traffic of up to two seconds increase in delay. The average from all of the twelve locations was only one second of delay per vehicle per cycle. A decrease in delay was observed on the approaches moving concurrent with the priority phases of the same amount. Although there is some variation by location and time-of-day, the results of this analysis show that the overall impacts to cross street traffic are minimal.

Cost Benefit

The results of the evaluation analysis can be used to estimate the cost saving obtained from the Transit Priority System. The MTA indicates that the current system average cost of operating a bus is $98 per hour. With a traffic signal delay reduction of 4.5 minutes per hour, this translates into a cost saving of approximately $7.35 per hour per bus. For a bus operating along these routes for 15 hours per day, the cost saving would be approximately $110.25 per day. Assuming 100 buses per day for an average of 300 days per calendar year in the two corridors, this translates into approximately $3.3 million annual operating cost saving for the MTA. This saving does not include the added benefit of travel time saving to the Rapid Bus passengers.

The Transit Priority System cost almost $3 million to install along both Ventura Boulevard and Wilshire/Whittier Boulevards, including the cost of the software development. A total of 211 signalized intersections are outfitted with the Transit Priority System, at an average intersection

cost of $15,000 per intersection. With an anticipated project life cycle of 10 years, the relative benefits-cost ratio is more than eleven-to-one.

Conclusions

The results of the TPS Program evaluation analysis have demonstrated significant improvements to transit operations with minimal impacts to general automotive traffic. The average saving of 25% in travel time substantially improves the quality of the overall transit system. This project has shown that a Transit Priority System can be integrated into a centralized traffic control system without significant impacts to the overall traffic network while providing significant benefits to the transit user and the transit operator.

Although the average travel time savings of 4.5 minutes may appear small, the demonstrative increase in the overall ridership along the Metro Rapid Bus lines clearly shows the effectiveness of the project. The MTA has reported a 25% increase in ridership along the Ventura Boulevard and Wilshire/Whittier Boulevard corridors with the new Rapid Bus service. This ridership increase has been attributed equally to new transit ridership, existing riders on these corridors using the new service and riders from other corridors switching to these corridors.

ATTACHMENT A

Table 1

Summary of all run time data collected for the travel time analysis along Ventura Boulevard

			Local Buses		Metro Rapid Buses			
			Priority Off		Priority Off		Priority On	
Street	Direction of Travel	Time Period	Number of Samples	Travel Time (minutes)	Number of Samples	Travel Time (minutes)	Number of Samples	Travel Time (minutes)
Ventura Bl	E/B	7-9 am	38	58	19	48	76	45
Topanga Canyon	E/B	4-6 pm	46	54	23	48	109	44
to	W/B	7-9 am	29	57	34	47	124	43
Vineland	W/B	4-6 pm	45	53	20	45	91	40
(14 miles)	*Total / Average*		158	56	96	47	400	43

Table 2

Summary of all run time data collected for the travel time analysis along Wilshire/Whittier Boulevards

			Local Buses		Metro Rapid Buses			
			Priority Off		Priority Off		Priority On	
Street	Direction of Travel	Time Period	Number of Samples	Travel Time (minutes)	Number of Samples	Travel Time (minutes)	Number of Samples	Travel Time (minutes)
Wilshire Bl	E/B	7-9 am	11	16	12	14	134	13
Centinela	E/B	4-6 pm	6	19	18	16	190	15
to	W/B	7-9 am	13	16	32	14	321	13
Comstock	W/B	4-6 pm	5	16	11	15	143	14
(3 miles)	*Total / Average*		35	17	73	15	788	14
Wilshire Bl	E/B	7-9 am	11	29	10	22	135	19
San Vicente	E/B	4-6 pm	18	32	28	28	260	26
to	W/B	7-9 am	17	35	24	30	249	27
Valencia	W/B	4-6 pm	9	35	11	24	138	22
(6 miles)	*Total / Average*		55	33	73	26	782	24
6th St / Whittier Bl	E/B	7-9 am	20	26	8	18	136	16
Valencia	E/B	4-6 pm	22	26	23	19	258	17
to	W/B	7-9 am	19	26	14	20	151	18
Indiana	W/B	4-6 pm	11	28	9	22	114	19
(5 miles)	*Total / Average*		72	27	54	20	659	18
Wilshire / Whittier	E/B	7-9 am	*Combined*	71	*Combined*	54	*Combined*	48
Centinela	E/B	4-6 pm	*data from*	77	*data from*	63	*data from*	58
to	W/B	7-9 am	*segments*	77	*segments*	64	*segments*	58
Indiana	W/B	4-6 pm	*shown*	79	*shown*	61	*shown*	55
(14 miles)	*Total / Average*		*above*	76	*above*	61	*above*	55

ATTACHMENT B

VENTURA BOULEVARD TRAVEL DELAY ANALYSIS

Length:	14	miles	Selected study area
Number of bus stops:	12		
Bus stop dwell time:	20	seconds	
Total bus stop time:	4	minutes	
Rapid bus stop savings:	9	minutes	
Base bus stop delay:	13	minutes	
Base running time:	56	minutes	
Minimum travel time:	31	minutes	27 mph average speed
Base bus stop delay:	13	minutes	23% of base running time
Traffic signal delay:	12	minutes	21% of base running time
Bus stop delay reduction:	9	minutes	69% of base bus stop delay
Signal delay reduction:	4	minutes	34% of base signal delay

The results shown above were calculated using an alternative methodology which calculates the actual delay percentages from the field measured data with an average bus stop dwell time. The results of this analysis are within 2% of the results shown in the report.

WILSHIRE/WHITTIER BOULEVARD TRAVEL DELAY ANALYSIS

Length:	14	miles	Selected study area
Number of bus stops:	16		
Bus stop dwell time:	20	seconds	
Total bus stop time:	5	minutes	
Rapid bus stop savings:	16	minutes	
Base bus stop delay:	21	minutes	
Base running time:	76	minutes	
Minimum travel time:	42	minutes	20 mph average speed
Base bus stop delay:	21	minutes	28% of base run time
Traffic signal delay:	13	minutes	17% of base run time
Bus stop delay reduction:	16	minutes	75% of base bus stop delay
Signal delay reduction:	5	minutes	39% of base signal delay

The results shown above were calculated using an alternative methodology which calculates the actual delay percentages from the field measured data with an average bus stop dwell time. The results of this analysis are within 6% of the results shown in the report.

ATTACHMENT C

Table 1

Average delay values for two days on Ventura Boulevard for all vehicles on the indicated approach in seconds per vehicle per cycle for both the before and after conditions

	Measured Delay (seconds)											
	Northbound			Southbound			Eastbound			Westbound		
Location	Before	After	Change	Before	After	Change	Before	After	Change	Before	After	Change
Reseda Bl	38	39	+1	29	32	+3	16	15	-1	29	26	-3
and	38	38	+1	31	32	+2	18	17	-1	24	23	-1
Ventura Bl	38	39	+1	31	31	-1	22	21	-1	29	23	-7
Sepulveda Bl	22	26	+4	50	52	+2	30	28	-2	49	48	-1
and	31	28	-3	33	33	0	32	31	-1	22	22	+1
Ventura Bl	47	49	+2	33	33	0	42	42	0	30	27	-3
Van Nuys Bl	28	29	+1	35	37	+2	23	22	-1	33	29	-4
and	32	34	+2	42	40	-2	19	19	0	27	24	-3
Ventura Bl	47	43	-4	43	45	+2	23	23	-1	29	22	-7
Laurel Canyon Bl	33	33	+1	39	39	0	25	22	-3	36	35	-1
and	35	35	+1	35	37	+3	27	26	-1	31	31	+1
Ventura Bl	42	46	+4	33	36	+3	43	38	-6	41	39	-2
Tujunga Bl	0	0	0	35	35	0	10	10	+1	11	11	0
and	0	0	0	34	39	+5	8	10	+2	10	12	+2
Ventura Bl	0	0	0	38	36	-2	9	9	0	10	11	+1
Corbin Av	31	35	+4	34	34	-1	11	11	0	16	14	-2
and	33	35	+2	35	35	0	16	14	-2	14	13	-1
Ventura Bl	32	38	+7	32	31	-1	18	19	+1	13	13	+1
Average Change			+1			+1			-1			-2

The three sets of numbers for each location represent the morning, midday and evening peaks.

Table 2

Locations where the traffic impact analysis data was collected

Ventura Corridor Intersections	Classification	Type of Operation
Reseda Boulevard & Ventura Boulevard	Major	Semi-actuated
Sepulveda Boulevard & Ventura Boulevard	Major	Fully-actuated
Van Nuys Boulevard & Ventura Boulevard	Secondary	Pre-timed
Laurel Canyon Boulevard & Ventura Boulevard	Major	Fully-actuated
Tujunga Boulevard & Ventura Boulevard	Local	Semi-actuated
Corbin Avenue & Ventura Boulevard	Secondary	Semi-actuated

Note: Classification refers to the cross streets only. Ventura Boulevard is a Major Highway.

Table 3

Average delay values for two days on Wilshire/Whittier Boulevards for all vehicles on the indicated approach in seconds per vehicle per cycle for both the before and after conditions

	Measured Delay (seconds)											
	Northbound			Southbound			Eastbound			Westbound		
Location	Before	After	Change	Before	After	Change	Before	After	Change	Before	After	Change
Veteran Av	52	53	+1	56	58	+2	41	37	-4	34	26	-8
and	53	52	-1	57	56	-1	43	41	-2	28	29	+1
Wilshire Bl	52	56	+4	77	74	-3	46	45	-1	26	26	0
La Brea Av	21	22	+1	22	22	-1	11	11	+1	23	20	-3
and	22	22	0	24	24	+1	27	26	-1	17	16	-1
Wilshire Bl	25	28	+3	22	22	0	32	30	-2	20	19	-2
Soto St	14	14	0	11	11	0	12	11	-1	12	12	0
and	12	12	0	6	6	0	11	11	-1	9	9	0
Whittier Bl	16	18	+2	8	8	0	13	12	-1	13	12	-1
Alvarado St	21	22	+1	28	32	+4	11	11	0	16	14	-2
and	24	24	0	26	27	+1	15	15	0	15	15	+1
Wilshire Bl	24	25	+1	25	29	+4	22	21	-2	13	13	-1
Rampart Av	28	31	+3	29	32	+3	8	6	-2	16	16	0
and	30	32	+2	31	30	-1	14	14	0	6	7	+1
Wilshire Bl	33	34	+1	28	28	0	22	22	0	8	8	-1
6th St	35	35	0	33	33	-1	6	7	+1	10	10	0
and	39	39	+1	30	31	+2	11	10	-2	11	11	0
Witmer Av	40	39	-1	27	29	+2	14	14	0	6	6	0
Average Change			+1			+1			-1			-1

The three sets of numbers for each location represent the morning, midday and evening peaks.

Table 4

Locations where the traffic impact analysis data was collected

Wilshire/Whittier Corridor Intersections	Classification	Type of Operation
Veteran Avenue & Wilshire Boulevard	Secondary	Semi-actuated
La Brea Avenue & Wilshire Boulevard	Major	Pre-timed
Soto Street & Whittier Boulevard	Major	Pre-timed
Alvarado Street & Wilshire Boulevard	Major	Pre-timed
Rampart Avenue & Wilshire Boulevard	Secondary	Semi-actuated
Sixth Street & Witmer Avenue	Local	Semi-actuated

Note: Classification refers to the cross streets only. Wilshire Boulevard is a Major Highway. Fifth Street, Sixth Street and Whittier Boulevard are Secondary Highways.

Appendix B
Metro *Rapid* Program
Service Quality Analysis

Introduction

A fundamental objective of introducing Metro Rapid service was to improve service quality, both from a customer perception and actual measurable performance standpoint. Effective service quality can be measured by vehicle headway maintenance or spacing (delivery performance), passenger waiting times (customer experience), and overcrowding of vehicles (from both average delivery performance and customer experience).

There is a significant interrelationship between these measures and with the scheduled service. For instance, the average customer wait times will be a function of both the scheduled intervals and the effective delivery of those intervals, as well as the vehicle loading (which will greatly affect bus bunching and pass-ups). In assessing the service, these relationships will be noted.

The field data was collected by MTA in August and September 2000 during a series of point checks at strategic locations. The use of timepoint data (as opposed to onboard ride check data) is appropriate as the aim is to ascertain a snapshot of the service at particular locations. The data was at various time intervals, as headways/frequencies are different during the day. The timepoints used were Whittier/Soto, Wilshire/Western, and Wilshire La Brea on the Line 720 Wilshire-Whittier corridor; and Ventura/Reseda for the Line 750 Ventura corridor.

It is important to reiterate that the data was from August 2000 prior to the MTA strike and was just 8-10 weeks after the start of a completely new operating strategy[1]. More recent field checks have indicated that the Metro Rapid division line staff together with ongoing improvement in the operating schedules have continued to improve the quality of service and that the loads have continued to grow on Metro Rapid.

Headway Ratio. This ratio is a simple way to measure the variability of headways at a given timepoint, which measures the evenness of vehicle spacing. A headway ratio of 1.0 indicates that vehicles arrived at a stop perfectly spaced, whereas a headway ratio of 2.0 suggests that, on average, vehicles arrived in bunched pairs. In effect, the headway ratio is a measure of the extent of bunching of vehicles. Depending upon the frequency of service, bunching may have a negative effect on the effective level of service delivered to passengers. It results in an actual level of service below that scheduled and may cause overcrowding and unacceptably long passenger waits.[2]

[1] The unique Metro Rapid operating protocols involved the first time use of traffic signal priority for buses, elimination of timepoints and use of a headway interval spacing to manage vehicles, and separate station stops from local buses.

[2] Even spacing is very important under most service frequency conditions. However, under extremely frequent service conditions (headways well below 5 minutes), the need to delivery evenly spaced service is unnecessary from a customer wait experience standpoint. The more important objectives under these conditions are to avoid service gaps beyond 4-5 minutes and to provide adequate capacity so that there are no pass-ups.

The results on *Ventura Boulevard* indicate low levels of bunching at Reseda Boulevard[3], and this generally effective service delivery. The only bunching problems appear to be on the local services, and more so on the westbound local services. The spacing of the Metro Rapid service appears to be very consistent, indicating good headway maintenance success.

On *Wilshire Boulevard*, the results are mixed. During the midday periods in both directions, headway intervals are adequate but need improvement on both Metro Rapid and local. The average midday passenger waits are consistently less on the Metro Rapid despite operation of the same headway on both Metro Rapid and local. During the peak periods, when the Metro Rapid is operating every 2-to-2½ minutes, many times vehicles are arriving almost in pairs. The problem time and direction for Metro Rapid is westbound during the PM peak where average waits are around 8-minutes with average arrivals in more than pairs[4]. The local service is also experiencing similar problems, but with a shorter route the problems are less acute. While the Metro Rapid service performance looks to be on-par or slightly better during regular demand periods, there is a need to closely monitor spacing during the peak periods with the objective of keeping average wait times below 5-minutes and the measured average load and passenger average load close to one and other.

On *Whittier Boulevard*, the Metro Rapid and local services are performing similarly with both services delivering similar headway ratios. The exception is eastbound Metro Rapid where interval performance is not satisfactory during the midday with average waits of nearly 8 minutes (ideally they should be 5 minutes) and during the PM peak where almost 2½ buses are arriving together. At Soto Street, the Metro Rapid buses are already some 75 minutes into the eastbound trip; however, the line staff will need to determine why service is bunching significantly after departing the Western Station eastbound with low bunching.

There are two major impacts of higher headway ratios (or higher bunching levels). The first is significantly increased average passenger waiting times over scheduled levels. The second is loading variability, causing overcrowding and poor utilization of available capacity. These impacts are discussed further below.

Average Wait Times. For high-frequency transit service, average wait time would normally be half the scheduled headway, assuming passengers arrive at stops in a random manner (i.e., random walk theory). For example, on a 10-minute frequency, a passenger arriving randomly at a stop could be expected to wait, on average, for five minutes.

However, where service becomes less reliable (due to bunching), average wait times increase. This can be measured as expected average wait time, assuming random arrivals at stops by passengers. This performance measure is, in effect, one of the most powerful and descriptive measures of how effectively the service is being delivered and a good indicator of customer out-of-vehicle wait times. This is because this simply measures how long passengers have to wait for vehicles, as compared to what the schedule suggests. Average wait time is closely tied to the headway ratio – where headway ratios increase, so too will passengers' average wait times.

Another way to look at average wait time is to use it to calculate the affective level of service being delivered. Simply multiply the average wait time by two, and you have the true level of

[3] Note that this stop is west of the traffic congestion around the I-405 San Diego Freeway interchange – eastbound services will have not yet encountered this point.

[4] These conditions were present even with the lowest measured average loads of the day for Metro Rapid, but worse from a customer standpoint due to very uneven loading.

service that a passenger waiting at that stop would have seen. This can then be compared to the scheduled level of service to measure how effectively the service is being delivered.

On *Ventura Boulevard*, the average waiting times are in line with the headway ratio. They tend not to be significantly greater than scheduled average waiting times. The only exception is on the local service, westbound in the AM Peak, where average wait time is 4.3 minutes, suggesting the actual level of service delivered is 8.6 minutes, which is well below the scheduled level of service of 5-minutes.

On *Wilshire Boulevard*, the actual level of service delivered varies (sometimes significantly) from the scheduled level of service. An example is the local service on Wilshire at La Brea, eastbound in the PM Peak. The scheduled level of service is around 7 minutes. Therefore the average wait for a passenger randomly arriving at a stop should be 3.5 minutes. But instead, the average wait was over 5 minutes. The implication is that while the resources expended equal a 7-minute service, from the passengers' perspective, only an 11-12 minute service is being delivered.

Average wait times on *Wilshire Boulevard* on the Metro Rapid are also, at times, well in excess of scheduled levels. As the headway ratio suggests, the main issues appear to be PM Peak and early evening westbound, where average wait times are over eight minutes, indicating an affective service level of over 16 minutes, again well below scheduled frequencies, and midday eastbound where average waits are around 7 minutes (the scheduled wait is 5-minutes). Overall, however, it appears that the Metro Rapid service is being delivered on-par or slightly better than the local service (i.e., lower headway ratios and lower deviation from the scheduled average wait time), especially when the very high peak direction frequencies are considered.

On *Whittier Boulevard*, average wait times are much higher than scheduled eastbound, in the off-peak and PM Peak. During the off-peak on the Metro Rapid, the average wait time is nearly eight minutes, suggesting an effective level of service of 15 minutes, while the scheduled level of service is 10 minutes. In the PM Peak (again eastbound), average wait times are 4.6 minutes, indicating an effective actual service level of over nine minutes, which is nearly three times the scheduled service level.

Patron Perceived and Measured Average Loads. This is a measure of the variability of load distribution. Usually, where bunching occurs, some vehicles will be heavily loaded, while some will be relatively empty (particularly close-trailing vehicles). This measure weights the loads according to the actual average customer experience.

In an extreme example, where two buses operate, the first with 60 passengers, and the second with none. The average load is 30, suggesting no capacity issues. However, all passengers saw a load of 60, and therefore the passenger perception is that all buses are overcrowded. In short, this measure considers how many passengers actually experience vehicle crowding. This is also a good measure of loading variability. Loading variability is a measure of service effectiveness, as high loading variability usually means that additional resources are required to provide the necessary capacity. Patron average load experience needs to be measured against the measured average load to measure loading variability.

On *Ventura Boulevard* there is some sporadic loading variability. However, neither the true average load or patron-perceived average load are close to capacity levels, indicating, if anything, excess capacity on both the local and Metro Rapid services.

On *Wilshire Boulevard* there are examples of sufficient capacity, but variability of loading causing overcrowding problems. A good example is on the Wilshire Metro Rapid at La Brea, westbound in the PM peak. The average load is 39, indicating no real capacity issues. However, the patron-perceived average load is nearly 52. Therefore, while no average capacity problems exist, there would be a perception of significant overcrowding problems from the passengers themselves. This indicates that there is high loading variability during this time period and during the early evening in the same direction, with some very-heavily loaded buses, and some half-empty buses (almost present on the local service at the same time and direction). The likely outcome would be additional resources, yet there is clearly enough capacity on average.

On *Whittier Boulevard*, the most significant incidence of loading variability is eastbound in the PM Peak. However, the average load is 27, and the patron-perceived average load is 32 with neither a problem from a customer perception standpoint. The rest of the day, on both the local and Metro Rapid services, there do not appear to be either capacity or overcrowding issues.

Loading Summary In summary, it appears that there are capacity issues on the *Wilshire Metro Rapid* westbound throughout the day with significant problems in the AM Peak and midday periods. Eastbound capacity shortfalls are only during the PM Peak and early evening periods. The eastbound loads are evenly distributed between locals and Metro Rapid services at Western, but the Metro Rapid loads are higher at La Brea. Westbound, the Metro Rapid loads are consistently much higher than the local services.

On *Whittier Boulevard*, the only capacity issue is westbound in the AM Peak, where the average load is 46 passengers. As with the Wilshire corridor, locals and Metro Rapids are similarly loaded eastbound, but the Metro Rapids are averaging somewhat higher loads westbound.

On *Ventura Boulevard*, the Metro Rapid loads are higher than the locals, except during the afternoons westbound. Overall average loads suggest no capacity issues.

Recommendations:

1. Given the frequency levels and loads on Metro Rapid, continue with plans to introduce higher capacity vehicles on the corridor.

2. Continue to adjust scheduled frequencies and running times to reflect current conditions based on more recent point checks and TOS input.

3. Continue to campaign the bus bunching problems through the deployment of additional capacity where needed, Metro Rapid point checks and ride checks to identify delay issues, strengthen the support of the BOCC to the line TOS in early notice of bunching, and introduce the bunching assistance routines in the LADOT bus signal priority system in a test mode to ascertain the impact of reducing bus bunching on operating speed and resource requirements.[5]

[5] The issue is whether to improve out-of-vehicle wait times (bus bunching) at the expense of in-vehicle travel times (operating speed). This is not an either/or situation; the conventional wisdom is that once the average waits fall well under 5-minutes there is little customer-perceived benefit in further reductions. Thus, bus bunching actions should aim at keeping average waits well below 5-minutes, but recognize that average waits of under 3-minutes have little value in attracting additional customers or retaining current riders.

4. As detailed stop level data becomes available, consider the possibility of a short line east of downtown Los Angeles at or before Soto Street. This will add complexity to a simple line and likely strand significant numbers of patrons at the short line terminal[6]. Thus, it should be approached cautiously and have initial and on-going customer notification involved on a real-time basis.

5. The upcoming introduction of the "next-bus" displays will provide early notice to customers and possibly effect customer choice of local versus Metro Rapid. Customer reaction should be monitored for impact on service schedules and delivered performance.

[6] MTA Headquarters Operations and Scheduling introduced a weekend shortline at the 6th/Los Angeles station that Division 7 TOS report strand up to 15 customers per trip on Saturdays and Sundays.

Appendix C
Metro *Rapid* Program
Before and After Passenger Surveys

Summary

The MTA and City of Los Angeles Department of Transportation (LADOT) implemented the Metro Rapid Bus Demonstration Program on June 24, 2000 in the Whittier-Wilshire and Ventura corridors.

On-board questionnaires were distributed to bus riders "before" Metro Rapid in early June 2000 and "after" in September 2000 (prior to the strike) to assess rider perceptions, behavior, and profiles. The surveys asked riders to evaluate various elements of service as well as overall satisfaction, with the ultimate purpose of determining changes in customer perceptions of bus service after the introduction of Metro Rapid. Specific questions focused on rider behavior, including trip origins and destinations and frequency of bus use. Questions also obtained information on the ability to recognize Metro Rapid and perceptions of service quality. Finally, demographic questions provided a basis to assess changes in the demographic profile of Metro Rapid and local riders compared to the previous ridership.

Major findings include:

- Ratings for Metro Rapid service are higher for all attributes compared to the prior limited-stop service ratings. These improvements are statistically significant for all service attributes. The overall rating of MTA service increased by 0.35, from 3.48 among previous limited riders to 3.83 among Metro Rapid riders. In particular, the differential between Metro Rapid and local service is much greater than the limited-stop service which was little distinguished from the local services.

- Ratings have increased on local bus service for most attributes, but many of the increases are not statistically significant.

- Ratings for Metro Rapid service are higher for all attributes compared to the "after" Local service ratings, and all differences are statistically significant. The largest differentials are for cleanliness, travel time on the bus, and frequency of buses.

- An analysis of customer ratings and importance of all service attributes clearly shows that Metro Rapid riders perceive a quantum leap in service performance and quality. Changes of this magnitude in performance ratings are rare, particularly over a relatively short time frame (90 days). MTA has essentially raised the bar significantly in terms of service quality for its riders through the Metro Rapid demonstration program.

- A large percentage of those originating from the Eastside, on Route 720 (Wilshire/Whittier), traveled through Downtown to the Westside on the morning trips. This supported findings in previous studies that suggested a relatively large east-to-west demand in the peak hours.

- A surprising number of riders are coming from neighborhoods that are usually seen as low transit ridership areas, especially south of Ventura Boulevard on Route 750.

- Some 24 percent of Line 750 Ventura riders connected to the Metro Red Line to complete their journey, indicating that the Metro Rapid is serving as an extension of the rail system in the San Fernando Valley.

- Metro Rapid service is drawing new, non-traditional riders. Most Metro Rapid passengers were existing transit users, but 20 percent either did not make this trip previously or used a non-transit mode (most likely the automobile). The majority of both Metro Rapid and local bus riders report Income levels below $15,000 annually. However, over 13 percent of Metro Rapid riders have incomes above $50,000 (twice as many when compared to local service). Metro Rapid also has a higher percentage of male riders compared to the locals and former limited lines. As well, over 50 percent of Metro Rapid riders report using transit in order to avoid traffic or because it is more convenient, significantly more than current local riders.

- Nearly 14 percent of Metro Rapid riders began using MTA services within the last three months. By comparison, only nine percent of local riders began using MTA services in this same time frame.

- Vehicle availability is surprisingly similar for Metro Rapid and local bus riders. Approximately one-quarter of riders in both groups are from households with at least two cars.

Metro *Rapid* Program
Before and After Passenger Surveys

Introduction

The Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) implemented the Metro Rapid Bus Demonstration Program on June 24, 2000. The purpose of Metro Rapid Bus is to address the need for faster travel choices for bus riders, especially the transit-dependent. The initial Demonstration Program encompassed the Whittier-Wilshire and Ventura corridors.

Evaluation of the various components of Metro Rapid is a critical part of the demonstration process. On-board questionnaires were distributed to bus riders "before" Metro Rapid in early June 2000 and "after" in September 2000 (prior to the strike) to assess rider perceptions, behavior, and profiles. The surveys asked riders to evaluate various elements of service as well as overall satisfaction, with the ultimate purpose of determining changes in customer perceptions of bus service after the introduction of Metro Rapid. Specific questions focused on rider behavior, including trip origins and destinations and frequency of bus use. Questions also obtained information on the ability to recognize Metro Rapid and perceptions of bus cleanliness. Finally, demographic questions provided a basis to assess changes in the demographic profile of Metro Rapid and local riders compared to today's riders.

The sampling plan called for the collection of 400 completed "before" surveys on limited-stop routes and 400 completed surveys on local routes in the two Metro Rapid corridors by placing surveyors on randomly selected bus runs. In the "after" phase, 400 completed surveys were collected on Metro Rapid and 400 surveys on local routes in the two corridors. For both surveys, the sample was drawn primarily from morning bus runs of at least seven hours in length, to maximize surveyors' time; a smaller sample of afternoon/evening runs was drawn to ensure that no bias was introduced by this method. This more intensive sampling allows comparisons between Metro Rapid and local service as well as before and after comparisons. The number of surveys was selected to ensure an accuracy of $\pm$5 percent at the 95 percent confidence level.

On-Board Survey Results

The "before" survey was conducted in June 2000, immediately prior to the Metro Rapid implementation. The "after" survey was conducted in September 2000, after the service had been in operation for a few months. For the first survey on June 13th and 14th, surveyors handed out surveys to riders as they boarded the buses. Both limited and local bus routes along the corridors where Rapid would be implemented were surveyed, and a total of 288 limited and 871 local usable questionnaires were returned. Beginning on September 12th and continuing until September 14th, surveyors handed out surveys on both Rapid lines as well as the local routes that serve the same corridors as the Rapid. The number of usable questionnaires returned for the "after" survey was 719 on Metro Rapid, and 676 on local routes. Thus, a grand total of 2,554 surveys were received and tabulated for the two survey periods.

Origin-Destination

Riders were asked to give the nearest street intersection of their origins and destinations (the start of their trip, not where they boarded the bus).

- A large percentage of those originating from the Eastside, on Route 720 (Wilshire/Whittier), traveled through Downtown to the Westside on the morning trips. This supported findings in previous studies that suggested a relatively large east-to-west demand in the morning peak hours.

- A surprising number of riders are coming from neighborhoods that are usually seen as low transit ridership areas, especially south of Ventura Boulevard on Route 750.

Satisfaction With Service

Respondents were asked to rate their perception of MTA's performance for various service attributes on a scale of 1 to 5, where 1 is "very poor" and 5 is "excellent." Attributes and results are presented in Tables 1 through 4 below. Differences in ratings for each attribute were tested for significance using a statistical procedure known as a T-test of independent samples. A single asterisk in the right-hand column indicates that there is a 95 percent probability that there is a statistically significant difference in the rating, while a double asterisk notes a 99 percent probability of a significant difference.

Comparisons Between Metro Rapid and Former Limited Service (Table 1)

- Ratings for Metro Rapid bus are higher for <u>all</u> elements of service compared to the prior Limited Bus ratings.

- The largest increase (0.89 on a five-point scale) from the "before" survey was for the attribute "cleanliness." This is an extraordinary improvement.

- "Frequency of buses" had the next highest increase at 0.61, with "value for fare paid" and "easy to identify the right bus" third with a 0.56 change.

- The overall rating of MTA service increased by 0.35, from 3.48 among previous limited riders to 3.83 among Metro Rapid riders.

- The improvements in ratings are statistically significant for all service attributes. "Routes go where I need to go" is the only element that is not significantly different at the p=.01 level.

Comparisons Between Local Service Before and After Metro Rapid (Table 2)

- Ratings have increased for all attributes except for "operator courtesy" which had a modest 0.04 decrease. This suggests a spillover effect from the positive impacts of Metro Rapid, since local service did not change appreciably.

- "Availability of seats" had the largest increase at 0.25. As passengers have flocked to Metro Rapid, there is additional capacity available on local routes.

- All the other attributes had relatively small increases, in line with the spillover hypothesis. Only "availability of seats" and "cleanliness" had statistically significant changes at the p=.01 level, while ratings for only three other attributes were statistically significant at the less stringent p=.05 level.

Table 1
Metro Rapid "After" and Limited "Before" Ratings

Service Attribute	Metro Rapid Rating	Limited Rating	Difference
Frequency of Buses	3.76	3.15	+0.61**
Routes go where I need to go	3.82	3.66	+0.16*
Reliability	3.74	3.30	+0.44**
Travel time on the bus	3.82	3.42	+0.40**
Value for fare paid	3.83	3.27	+0.56**
Availability of seats	3.47	3.00	+0.47**
Cleanliness	3.72	2.83	+0.89**
Information at bus stops	3.56	3.04	+0.52**
Operator courtesy	3.72	3.50	+0.22**
Personal safety on buses	3.88	3.40	+0.48**
Easy to identify the right bus	4.10	3.54	+0.56**
Overall rating of MTA service	3.83	3.48	+0.35**

** significant at p=.01 level
* significant at p=.05 level

- The overall rating of MTA service increased by 0.09, from 3.48 to 3.57 among local riders. This change is not statistically significant.

Comparisons Between Metro Rapid and Local Service in the "After" Phase (Table 3)

- Ratings for Metro Rapid bus are higher for <u>all</u> elements of service compared to the "after" Local Bus ratings.

- The largest differential (0.52) between Metro Rapid and Local service is for "cleanliness."

- "Travel time on the bus" shows the next highest differential (0.45). In the "before" surveys, the differential in travel time ratings between the limited and local routes was only 0.13 (as shown in Table 4).

- "Frequency of buses" is third in terms of the greatest differentials between Metro Rapid and Local service (0.44). This finding regarding perceptions of frequency is surprising because, at least on Ventura Boulevard, local buses operated more frequently than Metro Rapid buses.

- The differences in ratings are statistically significant for all service attributes at the p=0.5 level, and for all attributes except "routes go where I need to go" and "availability of seats" at the p=.01 level.

Table 2
Local "After" and "Before" Ratings

Service Attribute	Local "After" Rating	Local "Before" Rating	Difference
Frequency of Buses	3.32	3.18	+0.14*
Routes go where I need to go	3.68	3.60	+0.08
Reliability	3.42	3.29	+0.13*
Travel time on the bus	3.37	3.29	+0.08
Value for fare paid	3.50	3.37	+0.13*
Availability of seats	3.32	3.07	+0.25**
Cleanliness	3.20	2.98	+0.22**
Information at bus stops	3.19	3.10	+0.09
Operator courtesy	3.49	3.53	-0.04
Personal safety on buses	3.58	3.48	+0.10
Easy to identify the right bus	3.68	3.66	+0.02
Overall rating of MTA service	3.57	3.48	+0.09

** significant at p=.01 level
* significant at p=.05 level

Table 3
Metro Rapid and Local "After" Ratings

Service Attribute	Metro Rapid Rating	Local "After" Rating	Difference
Frequency of Buses	3.76	3.32	+0.44**
Routes go where I need to go	3.82	3.68	+0.14*
Reliability	3.74	3.42	+0.32**
Travel time on the bus	3.82	3.37	+0.45**
Value for fare paid	3.83	3.50	+0.33**
Availability of seats	3.47	3.32	+0.15*
Cleanliness	3.72	3.20	+0.52**
Information at bus stops	3.56	3.19	+0.37**
Operator courtesy	3.72	3.49	+0.23**
Personal safety on buses	3.88	3.58	+0.30**
Easy to identify the right bus	4.10	3.68	+0.42**
Overall rating of MTA service	3.83	3.57	+0.26**

** significant at p=.01 level
- significant at p=.05 level

Comparisons Between Limited and Local Service in the "Before" Phase (Table 4)

- The differences seen between ratings for Metro Rapid and for local buses are emphasized even further after an examination of the "before" ratings on limited and local service. As Table 4 shows, there were no statistically significant differences in passenger ratings of limited-stop and local service prior to the implementation of Metro Rapid.

Table 4
Limited and Local "Before" Ratings

Service Attribute	Limited Rating	Local "Before" Rating	Difference
Frequency of Buses	3.15	3.18	-0.03
Routes go where I need to go	3.66	3.60	+0.06
Reliability	3.30	3.29	+0.01
Travel time on the bus	3.42	3.29	+0.13
Value for fare paid	3.27	3.37	-0.10
Availability of seats	3.00	3.07	-0.07
Cleanliness	2.83	2.98	-0.15
Information at bus stops	3.04	3.10	-0.06
Operator courtesy	3.50	3.53	-0.03
Personal safety on buses	3.40	3.48	-0.08
Easy to identify the right bus	3.54	3.66	-0.12
Overall rating of MTA service	3.48	3.48	+0.00

** significant at p=.01 level
* significant at p=.05 level

Detailed Analysis of Service Attribute Ratings by Riders

Data collected on the before and after on-board surveys provide a wealth of information related to customer perceptions of MTA service attributes. In designing service improvements, MTA staff needs to know not only the customer ratings on individual service attributes but also the importance of each attribute in terms of overall satisfaction. The previous section focused on customer ratings; in this section, we consider the ratings together with the relative importance of each service attribute.

The simplest way to measure importance is to ask the customer to rate each element on a scale of 1 to 5, similar to the performance ratings. The drawback of this method is that it lengthens both the survey instrument and time needed to complete the survey, which in turn could diminish the response rate. An alternate technique to measure the importance of each service attribute is to derive importance by examining the relationship of each attribute to overall satisfaction.

The Bay Area Rapid Transit District in Oakland, CA has developed a practical methodology to derive the importance of individual service attributes.[1] The methodology uses bivariate correlation analysis to estimate the importance of each service attribute. Specifically, Pearson correlation coefficients are calculated between the performance rating of each service attribute and the overall MTA service rating. While there is a degree of intercorrelation among the service attributes, the Pearson correlation coefficients can be used to measure the relative importance of each attribute. Importance is derived by calculating the ratio between the correlation coefficient for each attribute and the median correlation coefficient. An index score of 100 is assigned to the median correlation coefficient. Service attributes with a score above 100 are more correlated with overall satisfaction (as measured by the overall MTA rating), while service attributes with a score below 100 are less correlated.

Table 5 shows the Pearson correlation coefficient and the importance score for each service attribute for the before survey, the Metro Rapid after survey, and the Local after survey. Before limited stop and local services are analyzed together, based upon findings in Table 4 that there were no significant differences in passenger ratings of the two services.

The derived importance ratings are reasonably consistent across all service types. Frequency and reliability rate highly in terms of importance, while convenience ("Routes go where I need to go"), availability of seats and value for fare paid are relatively less important. Before and Metro Rapid After riders attach a high level of importance to travel time, but this attribute is less important to Local After riders, who are using a slower service. Metro Rapid After riders view cleanliness as important (and may have been attracted to Metro Rapid service by the new buses with a distinctive appearance), while Local After riders rate the ease of identifying the right bus as relatively important.

Performance and importance can be related through scatter diagrams, with derived importance on the x-axis and performance ratings on the y-axis. The scatter diagram is divided into quadrants, with an importance score of 100 and a performance rating of 3.5 (midway between "fair" and "good") serving as the dividing lines.

Items in the upper right hand quadrant represent important attributes with high performance ratings. These are things that the transit agency does well that are important to riders. The agency should take whatever actions are required to ensure continued high performance ratings on these attributes.

Items in the upper left hand quadrant receive high marks in terms of performance but are relatively unimportant to riders. Often, attributes in this quadrant receive lower importance ratings from passengers precisely because the agency does a good job in these areas. Riders, like everyone else, tend to take areas in which their needs are met for granted. This suggests that the transit agency needs to continue to monitor service delivery in these areas to ensure high performance, but that these elements of service are not top priorities for improvements.

[1] Aaron Weinstein, "Customer Satisfaction Among Transit Riders – How Do Customers Rank the Relative Importance of Various Service Attributes?" Presented at the 79th Annual Meeting of the Transportation Research Board and scheduled for publication in an upcoming **Transportation Research Record**.

Table 5
Importance of Service Attributes

Service Attribute	Before		Local After		Metro Rapid After	
	Pearson Corr. Coeff.	Importance Index	Pearson Corr. Coeff.	Importance Index	Pearson Corr. Coeff.	Importance Index
Frequency of Buses	0.596	106.62	0.644	102.22	0.655	109.90
Routes go where I need to go	0.471	84.26	0.524	83.17	0.516	86.58
Reliability	0.641	114.67	0.706	112.06	0.644	108.05
Travel time on the bus	0.630	112.70	0.625	99.21	0.654	109.73
Value for fare paid	0.532	95.17	0.529	83.97	0.549	92.11
Availability of seats	0.513	91.77	0.605	96.03	0.592	99.33
Cleanliness	0.544	97.32	0.612	97.14	0.653	109.56
Information at bus stops	0.572	102.33	0.630	100.00	0.576	96.64
Operator courtesy	0.547	97.85	0.637	101.11	0.621	104.19
Personal safety on buses	0.581	103.94	0.635	100.79	0.595	99.83
Easy to identify the right bus	0.559	100.00	0.656	104.13	0.596	100.00

Items in the lower left hand quadrant are relatively unimportant to riders and relatively low-scoring in terms of agency performance. While performance levels are relatively low for these attributes, these are not strong candidates for improvement due to their low levels of importance to riders.

Items in the lower right hand quadrant are key priorities for the transit agency. Riders consider these attributes important, but current performance ratings are less than desired.

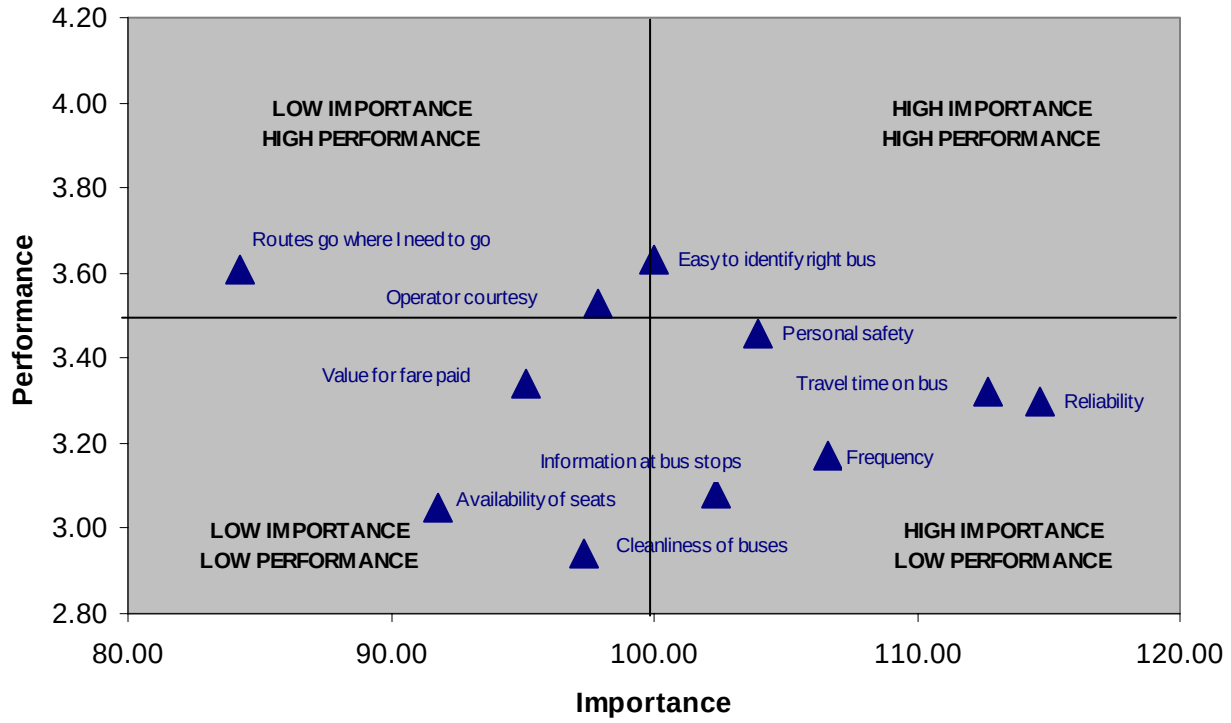
Figures 1, 2, and 3 are scatter diagrams that relate importance and performance for Before, Local After, and Metro Rapid After riders and services, respectively. Figure 1 shows the results of the Before survey. No service attributes fall into the high importance/high performance quadrant (although Easy to identify the right bus is on the median for importance). Low-importance attributes are split in terms of performance ratings, with two in the upper left hand quadrant and three in the lower left hand quadrant. There are several attributes in the lower right hand quadrant, representing important service elements that need improvement: Information at bus stops, Frequency, Reliability, Travel time on the bus, and Personal safety. The Before quadrant analysis depicts the situation facing MTA and its Board when it made the decision to move forward with the Metro Rapid demonstration program.

Figure 2 presents the quadrant analysis for Local service after the implementation of the Metro Rapid program. Of the five priority items in the lower right hand quadrant on the Before chart, only two remain in the same quadrant. Frequency and Reliability are major service attributes, but Personal safety is now in the upper right hand quadrant, while Information at bus stops and Travel time on the bus are less important now to local riders (those who value Travel time highly

are presumably riding Metro Rapid). Operator courtesy is now in the high importance/low performance quadrant, although just barely (its performance rating is a shade below 3.5), and Information at bus stops is on the median line for importance. Overall, however, the situation is improved for Local bus riders today compared to the Before survey.

The dramatic change in perception of MTA performance has occurred among Metro Rapid riders, as shown in Figure 3. Reliability, Frequency, Travel time, Cleanliness, and Operator

Figure 1
Importance vs. Performance for Service Attributes
Local and Limited-Stop Before



Courtesy all fall into the upper right hand quadrant representing high levels of importance and performance. Only one service attribute, Availability of seats, has a performance rating below the cutoff mark of 3.5, and this attribute is judged relatively unimportant by Metro Rapid riders. In sharp contrast to the other figures, there are no service attributes in the lower right hand quadrant in Figure 3.

Figure 2
Importance vs. Performance for Service Attributes
Local Bus After

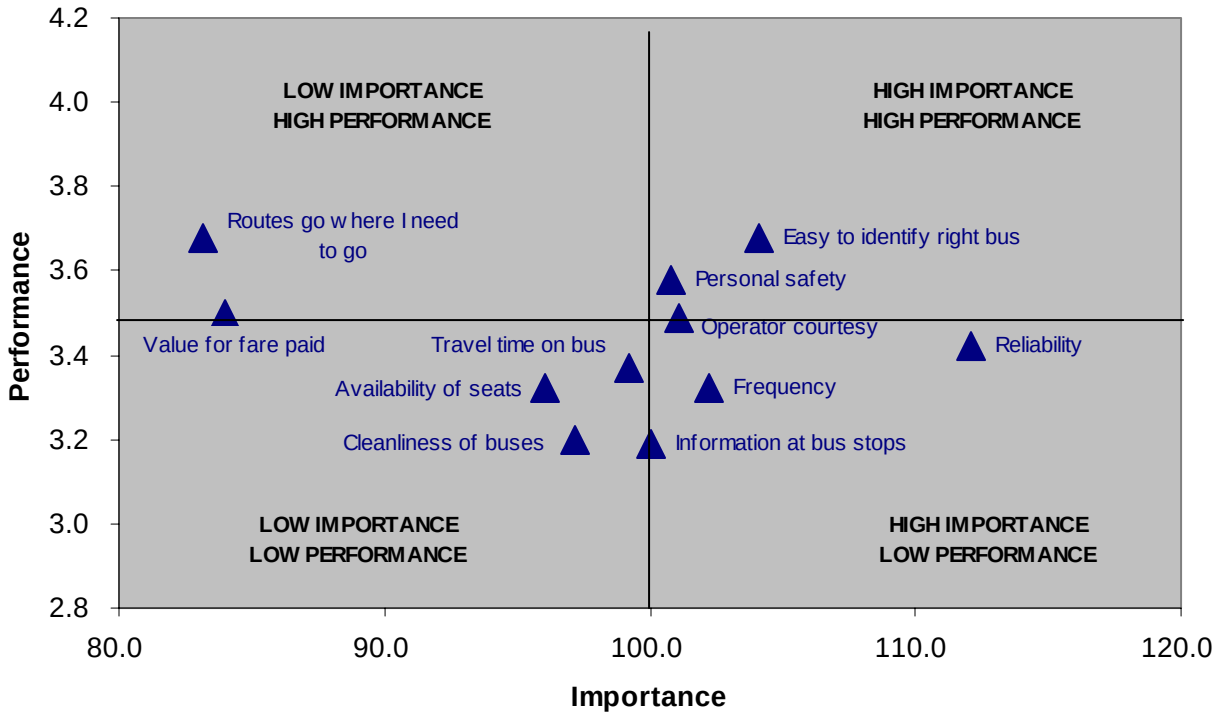
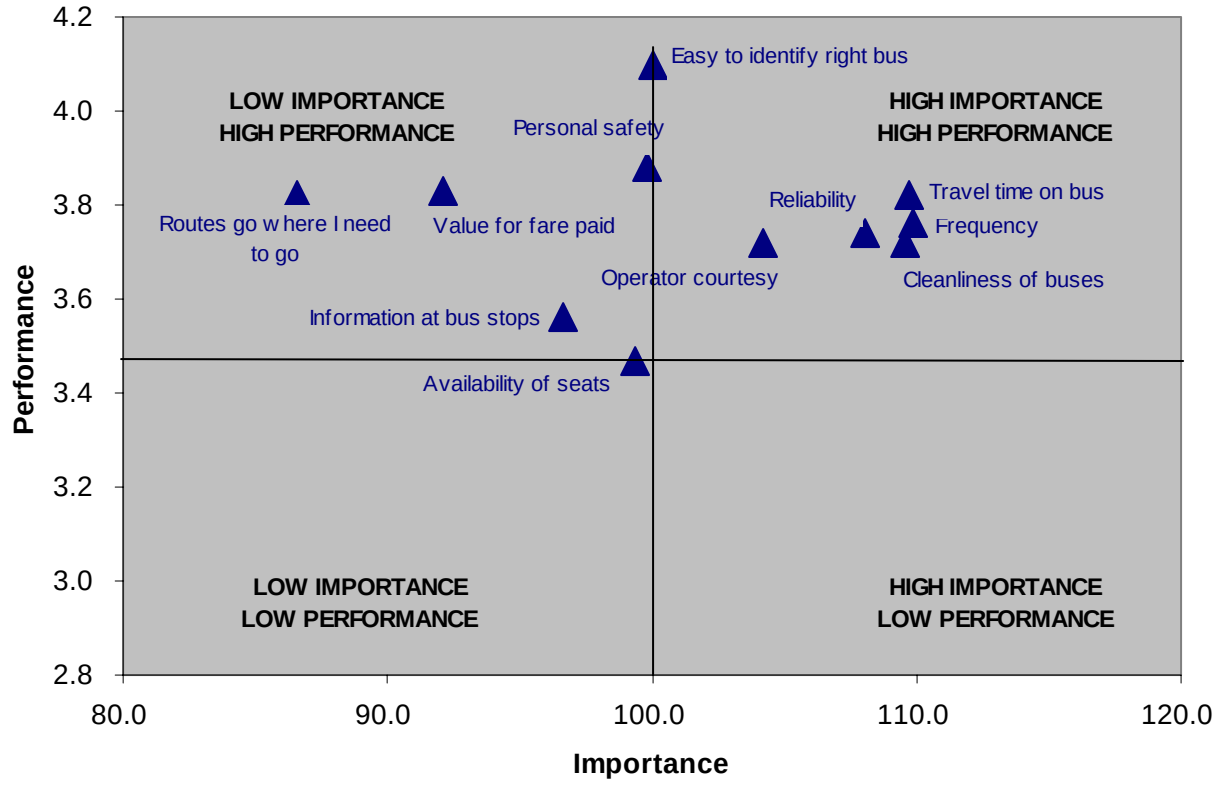


Figure 3
Importance vs. Performance for Service Attributes
Metro Rapid



Taken together, the quadrant analyses clearly show that Metro Rapid riders perceive a quantum leap in service performance. Changes of this magnitude in performance ratings are rare, particularly over a relatively short time frame. MTA has essentially raised the bar in terms of service quality for its riders through the Metro Rapid demonstration program.

Demographics

Riders were asked certain questions to ascertain their age, ethnic origin, sex, income, and vehicle availability. The most interesting findings include:

- Metro Rapid has a higher percentage of male riders (54.2 percent) compared to the locals (41.4 percent) and former limited lines (42.6 percent), suggesting that the new service is drawing new, non-traditional riders (see Figure 4).

- Vehicle availability is surprisingly similar for Metro Rapid and local bus riders (Figure 5). Approximately one-quarter of riders in both groups are from households with at least two cars.

- The majority of Metro Rapid and local bus riders report Income levels below $15,000 annually (Figure 6). However, 13.1 percent of Metro Rapid riders have incomes above $50,000.

Figure 4
Gender of MTA Riders

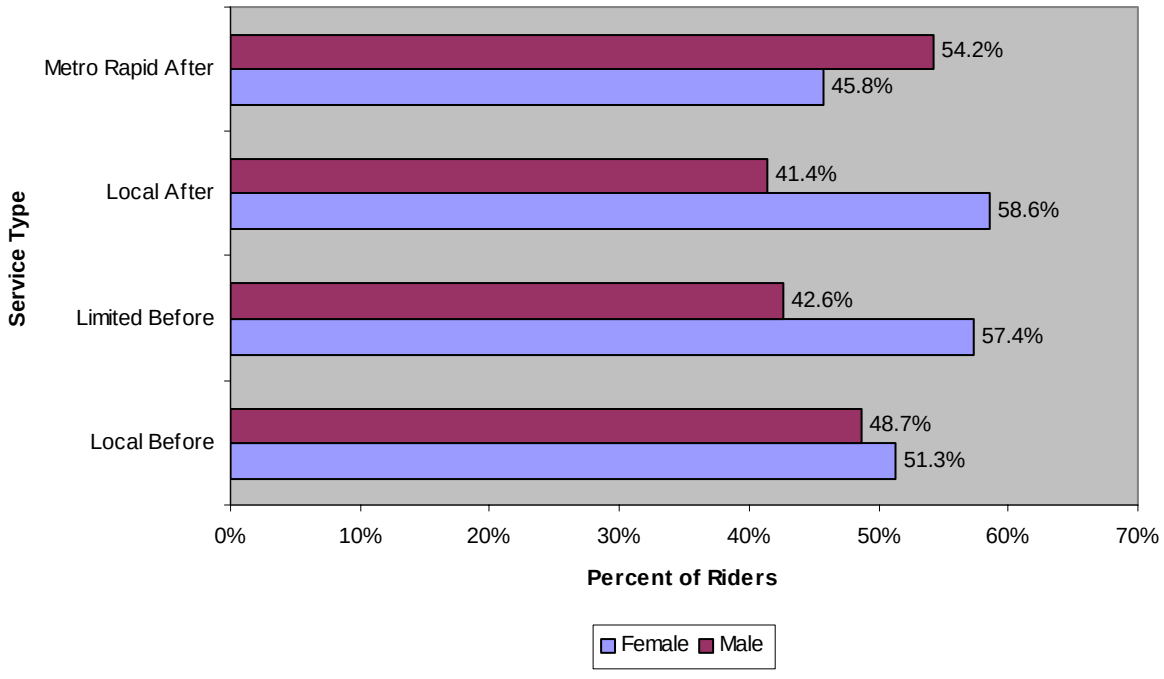


Figure 5
Vehicle Availability of MTA Riders

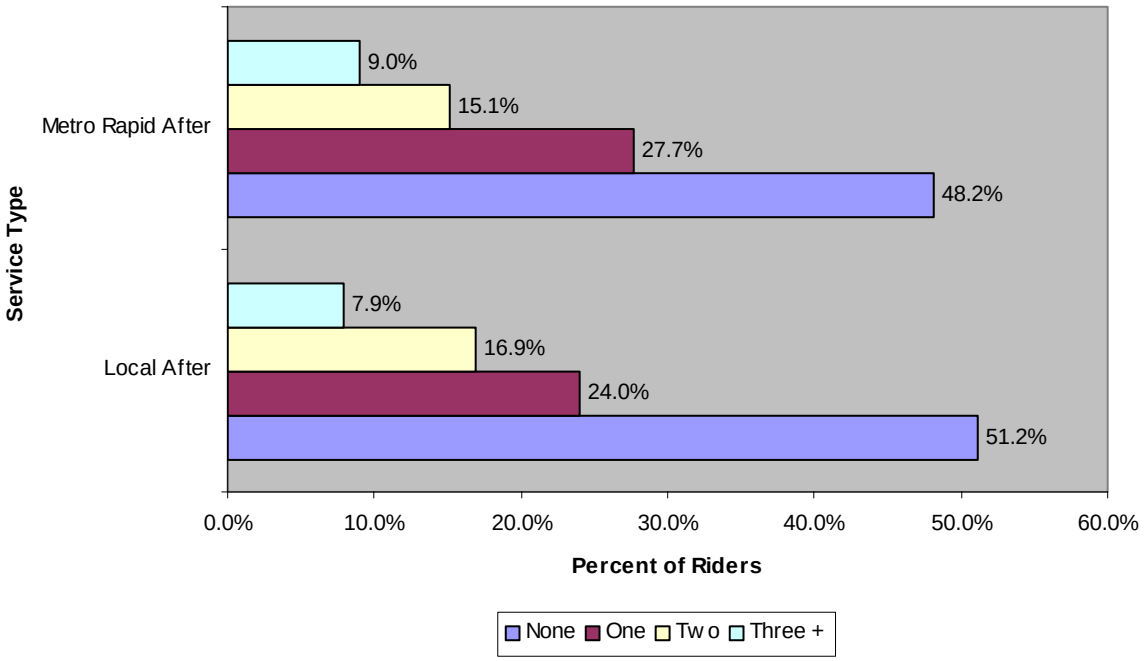
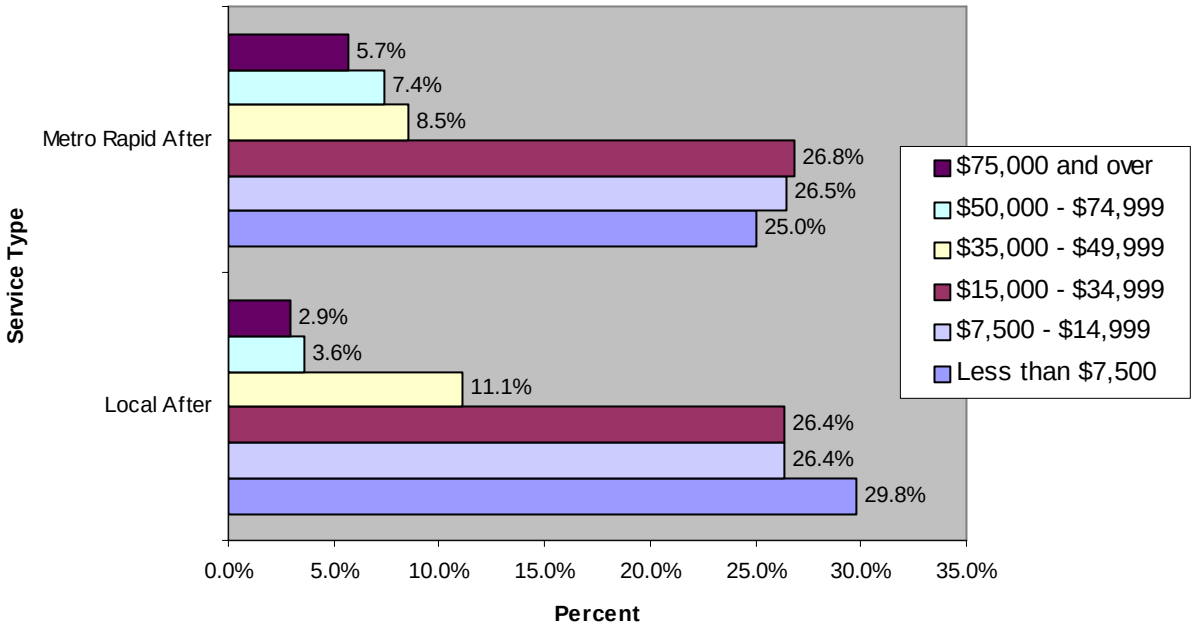


Figure 6
Income of Riders



Previous Mode of Travel

The "After" survey on Metro Rapid asked riders for their previous mode of travel. Table 5 shows the results, with results broken down by Metro Rapid line.

- As expected, most Metro Rapid passengers are former transit users.
- However, 10.8 percent of Metro Rapid riders did not make this trip previously, and another 9.5 percent used a non-transit mode (most likely the automobile). Many of these new riders are new to transit.

Table 5
Previous Mode of Travel for Metro Rapid Riders

Previous Mode	Line 720 (Wilshire-Whittier)	Line 750 (Ventura)	Metro Rapid Total
Bus	63.0%	60.0%	61.1%
Rail	2.5%	7.6%	5.7%
Bus and Rail	14.4%	12.1%	12.9%
Did not make trip	11.5%	10.4%	10.8%
Other non-transit mode	8.6%	9.9%	9.5%

Table 6 presents responses regarding the history of transit use.

- Nearly 14 percent of Metro Rapid riders began using MTA services within the last three months (since the start of Metro Rapid and the Metro Red Line extension to the SFV). By comparison, only nine percent of local riders began using MTA services in this same time frame.

Table 6
Length of Time Using MTA Services

Length of Time	Line 720 (Wilshire-Whittier)	Line 750 (Ventura)	Metro Rapid Total	Local Bus Total
0-3 months	11.8%	15.1%	13.9%	9.0%
3-6 months	4.9%	7.0%	6.2%	7.7%
6-12 months	10.6%	10.3%	10.4%	14.4%
1 to 5 years	26.9%	22.8%	24.4%	26.4%
Over 5 years	45.7%	44.7%	45.1%	42.6%

A summary of responses to all questions concerning rider demographics and usage patterns is contained in the appendix.

SURVEY INSTRUMENT AND TABLES OF RESPONSE

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) RIDER SURVEY

Before Survey

DEAR BUS RIDER: Please take a minute to fill this out and help us plan for your transit needs. Place the survey in the collection box as you exit the bus, or hand it to the person who gave it to you.

1. Why are you riding the bus today? (Check all that apply)
1 ___ Avoid traffic 2 ___ No other way to go
3 ___ Less expensive 4 ___ Parking problems
5 ___ More convenient 6 ___ Other _____

2. What is the main purpose of your trip today?
1 ___ Work 2 ___ Shopping 3 ___ School
4 ___ Medical 5 ___ Visit/Personal 6 ___ Other

3. How did you get to the bus stop for this bus?
1 ___ Transferred from Line # _____
2 ___ Walked 3 ___ Drove 4 ___ Got a ride
5 ___ Bicycle 6 ___ Other

4. Where are you coming from? (the start of your trip, not where you got on this bus)
_____&_____
(nearest street intersection)

5. How did you pay for your fare on this bus?
1 ___ Cash 2 ___ Transfer 3 ___ Token
4 ___ Weekly Pass 5 ___ Monthly Pass

6. What will you do when you get off this bus?
1 ___ Transfer to Line # _____
2 ___ Walk 3 ___ Drive 4 ___ Get a ride
5 ___ Bicycle 6 ___ Other

7. Where are you going to? (the end of your trip, not where you get off this bus)
_____&_____
(nearest street intersection)

8. How would you make this trip if not by bus?
1 ___ Drive 2 ___ Walk 3 ___ Bike 4 ___ Taxi
5 ___ Get a ride 6 ___ Wouldn't make trip

9. Please rate MTA's performance on the following elements of bus service on a 1-5 scale, with 1 being very poor and 5 being excellent:

	Very Poor	Poor	Fair	Good	Excellent
1 Frequency of buses (how often they run)	1	2	3	4	5
2 Routes go where I need to go	1	2	3	4	5
3 Reliability	1	2	3	4	5
4 Travel time on the bus	1	2	3	4	5
5 Value for fare paid	1	2	3	4	5
6 Availability of seats	1	2	3	4	5
7 Cleanliness	1	2	3	4	5
8 Information at bus stops	1	2	3	4	5
9 Operator courtesy	1	2	3	4	5
10 Personal safety on buses	1	2	3	4	5
11 Easy to identify the right bus	1	2	3	4	5
12 Overall rating of MTA service	1	2	3	4	5

Finally, for statistical purposes, tell us a little about yourself. All replies are confidential.

10. How often do you ride the bus?
1 ___ 5+ days per week 2 ___ 3-4 days per week
3 ___ 1-2 days per wk 4 ___ Less than once a wk

11. How long have you been using MTA service?
1 ___ Less than 6 mos 2 ___ 6 months to 1 year
3 ___ More than 1 year

12. Your age is...
1 ___ 17 years or under 2 ___ 18 to 44 years
3 ___ 45 to 64 years 4 ___ 65 years or more

13. You are: 1 ___ Female 2 ___ Male

14. Your ethnic origin is...
1 ___ Afr. Am./Black 2 ___ White 3 ___ Hispanic
4 ___ Asian/Pacific Islander 5 ___ Other

15. How many working motor vehicles are available in your household?
1 ___ None 2 ___ One 3 ___ Two 4 ___ Three+

16. Your total annual household income is..
1 ___ Less than $7,500 4 ___ $35,000-$49,999
2 ___ $7,500-$14,999 5 ___ $50,000-$74,999
3 ___ $15,000-34,999 6 ___ $75,000 and over

Any Other Comments? _____

_____

THANK YOU FOR YOUR PARTICIPATION.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) RIDER SURVEY

Metro Rapid After

DEAR METRO RAPID RIDER: Please take a minute to fill this out and help us evaluate our service. Place the survey in the collection box as you exit the bus, or hand it to the person who gave it to you.

1. Why are you riding the bus today? (Check all that apply)
1 ___ Avoid traffic 2 ___ No other way to go
3 ___ Less expensive 4 ___ Parking problems
5 ___ More convenient 6 ___ Other _____

2. What is the main purpose of your trip today?
1 ___ Work 2 ___ Shopping 3 ___ School
4 ___ Medical 5 ___ Visit/Personal 6 ___ Other

3. How did you get to the bus stop for this bus?
1 ___ Transferred from Bus Line # _____
2 ___ Transferred from Rail 3 ___ Walked
4 ___ Drove 5 ___ Got a ride 6 ___ Bicycle
7 ___ Other

4. How did you pay for your fare on this bus?
1 ___ Cash 2 ___ Transfer 3 ___ Token
4 ___ Weekly Pass 5 ___ Monthly Pass
6 ___ Half-Monthly Pass

5. Where are you coming from? (the start of your trip, not where you got on this bus)
_____&_____
(nearest street intersection)

6. What will you do when you get off this bus?
1 ___ Transfer to Bus Line # _____
2 ___ Transfer to Rail 3 ___ Walk 4 ___ Drive
5 ___ Get a ride 6 ___ Bicycle 7 ___ Other

7. Where are you going to? (the end of your trip, not where you get off this bus)
_____&_____
(nearest street intersection)

8. How did you make this trip before Metro Rapid?
1 ___ Bus 2 ___ Rail 3 ___ Bus and Rail
4 ___ Did not make trip 5 ___ Other

8a. If you answered "Bus" or "Bus and Rail" on Question 8, what bus line or lines did you use previously?
Line # _____

8b. Has your travel time changed with Metro Rapid?
1 ___ More than 15 minutes faster
2 ___ 11-15 minutes faster
3 ___ 6-10 minutes faster 4 ___ 1-5 minutes faster
5 ___ About the same 6 ___ Slower

9. Please rate MTA's performance on the following elements of bus service on a 1-5 scale, with 1 being very poor and 5 being excellent:

	Very Poor	Poor	Fair	Good	Excellent
1 Frequency of buses (how often they run)	1	2	3	4	5
2 Routes go where I need to go	1	2	3	4	5
3 Reliability	1	2	3	4	5
4 Travel time on the bus	1	2	3	4	5
5 Value for fare paid	1	2	3	4	5
6 Availability of seats	1	2	3	4	5
7 Cleanliness	1	2	3	4	5
8 Information at bus stops	1	2	3	4	5
9 Operator courtesy	1	2	3	4	5
10 Personal safety on buses	1	2	3	4	5
11 Easy to identify the right bus	1	2	3	4	5
12 Overall rating of MTA service	1	2	3	4	5

Finally, for statistical purposes, tell us a little about yourself. All replies are confidential.

10. How often do you ride the bus?
1 ___ 5+ days per week 2 ___ 3-4 days per week
3 ___ 1-2 days per wk 4 ___ Less than once a wk

11. How long have you been using MTA service?
1 ___ Less than 3 mos. 2 ___ 3 to 6 months
3 ___ 6 mos. to 1 year 4 ___ 1 to 5 years
5 ___ More than 5 years

12. Your age is...
1 ___ 17 years or under 2 ___ 18 to 44 years
3 ___ 45 to 64 years 4 ___ 65 years or more

13. You are: 1 ___ Female 2 ___ Male

14. Your ethnic origin is...
1 ___ Afr. Am./Black 2 ___ White 3 ___ Hispanic
4 ___ Asian/Pacific Islander 5 ___ Other

15. How many working motor vehicles are available in your household?
1 ___ None 2 ___ One 3 ___ Two 4 ___ Three+

16. Your total annual household income is..
1 ___ Less than $7,500 4 ___ $35,000-$49,999
2 ___ $7,500-$14,999 5 ___ $50,000-$74,999
3 ___ $15,000-34,999 6 ___ $75,000 and over

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) RIDER SURVEY

Local After

DEAR LOCAL BUS RIDER: Please take a minute to fill this out and help us evaluate our service. Place the survey in the collection box as you exit the bus, or hand it to the person who gave it to you.

1. Why are you riding the bus today? (Check all that apply)
1 ___ Avoid traffic 2 ___ No other way to go
3 ___ Less expensive 4 ___ Parking problems
5 ___ More convenient 6 ___ Other _____

2. What is the main purpose of your trip today?
1 ___ Work 2 ___ Shopping 3 ___ School
4 ___ Medical 5 ___ Visit/Personal 6 ___ Other

3. How did you get to the bus stop for this bus?
1 ___ Transferred from Bus Line # _____
2 ___ Transferred from Rail 3 ___ Walked
4 ___ Drove 5 ___ Got a ride 6 ___ Bicycle
7 ___ Other

4. How did you pay for your fare on this bus?
1 ___ Cash 2 ___ Transfer 3 ___ Token
4 ___ Weekly Pass 5 ___ Monthly Pass
6 ___ Half-Monthly Pass

5. Where are you coming from? (the start of your trip, not where you got on this bus)
_____&_____
(nearest street intersection)

6. What will you do when you get off this bus?
1 ___ Transfer to Bus Line # _____
2 ___ Transfer to Rail 3 ___ Walk 4 ___ Drive
5 ___ Get a ride 6 ___ Bicycle 7 ___ Other

7. Where are you going to? (the end of your trip, not where you get off this bus)
_____&_____
(nearest street intersection)

8. Why are you not using Metro Rapid for this trip?
1 ___ Metro Rapid stop is too far to walk
2 ___ I just catch the next bus
3 ___ Local bus is less crowded
4 ___ Don't know enough about Metro Rapid

9. Please rate MTA's performance on the following elements of bus service on a 1-5 scale, with 1 being very poor and 5 being excellent:

	Very Poor	Poor	Fair	Good	Excellent
1 Frequency of buses (how often they run)	1	2	3	4	5
2 Routes go where I need to go	1	2	3	4	5
3 Reliability	1	2	3	4	5
4 Travel time on the bus	1	2	3	4	5
5 Value for fare paid	1	2	3	4	5
6 Availability of seats	1	2	3	4	5
7 Cleanliness	1	2	3	4	5
8 Information at bus stops	1	2	3	4	5
9 Operator courtesy	1	2	3	4	5
10 Personal safety on buses	1	2	3	4	5
11 Easy to identify the right bus	1	2	3	4	5
12 Overall rating of MTA service	1	2	3	4	5

Finally, for statistical purposes, tell us a little about yourself. All replies are confidential.

10. How often do you ride the bus?
1 ___ 5+ days per week 2 ___ 3-4 days per week
3 ___ 1-2 days per wk 4 ___ Less than once a wk

11. How long have you been using MTA service?
1 ___ Less than 3 mos. 2 ___ 3 to 6 months
3 ___ 6 mos. to 1 year 4 ___ 1 to 5 years
5 ___ More than 5 years

12. Your age is...
1 ___ 17 years or under 2 ___ 18 to 44 years
3 ___ 45 to 64 years 4 ___ 65 years or more

13. You are: 1 ___ Female 2 ___ Male

14. Your ethnic origin is...
1 ___ Afr. Am./Black 2 ___ White 3 ___ Hispanic
4 ___ Asian/Pacific Islander 5 ___ Other

15. How many working motor vehicles are available in your household?
1 ___ None 2 ___ One 3 ___ Two 4 ___ Three+

16. Your total annual household income is..
1 ___ Less than $7,500 4 ___ $35,000-$49,999
2 ___ $7,500-$14,999 5 ___ $50,000-$74,999
3 ___ $15,000-34,999 6 ___ $75,000 and over

THANK YOU FOR YOUR PARTICIPATION.

Table A-1 Reasons for Using Transit

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Avoid traffic	123	14.1%	29	10.1%	90	13.3%	145	20.2%
No other way to go	462	53.0%	141	49.0%	396	58.6%	332	46.2%
Less expensive	194	22.3%	45	15.6%	120	17.8%	154	21.4%
Parking problems	64	7.3%	21	7.3%	39	5.8%	40	5.6%
More convenient	200	23.0%	68	23.6%	139	20.6%	221	30.7%
Other	79	9.1%	27	9.4%	58	8.6%	55	7.6%
	1,122		331		842		947	

Table A-2 Trip Purpose

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Work	520	61.7%	175	63.6%	443	67.6%	528	75.4%
Shopping	61	7.2%	23	8.4%	41	6.3%	35	5.0%
School	79	9.4%	37	13.5%	88	13.4%	62	8.9%
Medical	59	7.0%	13	4.7%	28	4.3%	23	3.3%
Visit/Personal	59	7.0%	11	4.0%	33	5.0%	29	4.1%
Other	65	7.7%	16	5.8%	22	3.4%	23	3.3%
Total	843	100.0%	275	100.0%	655	100.0%	700	100.0%

Table A-3 Access to Bus Stop

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Transferred from Bus	315	38.3%	82	30.6%	190	29.0%	260	37.6%
Transferred from Rail					69	10.5%	116	16.8%
Walked	432	52.5%	160	59.7%	319	48.7%	232	33.6%
Drove	15	1.8%	2	0.7%	7	1.1%	34	4.9%
Got a ride	35	4.3%	9	3.4%	40	6.1%	38	5.5%
Bicycle	2	0.2%	3	1.1%	7	1.1%	8	1.2%
Other	24	2.9%	12	4.5%	23	3.5%	3	0.4%
Total	823		268	100.0%	655	100.0%	691	100.0%

Table A-4 Fare Payment Method

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Cash	223	27.1%	71	26.5%	146	22.5%	130	18.8%
Transfer	60	7.3%	15	5.6%	57	8.8%	75	10.9%
Token	124	15.0%	47	17.5%	110	16.9%	94	13.6%
Weekly Pass	104	12.6%	36	13.4%	83	12.8%	103	14.9%
Monthly Pass	260	31.6%	75	28.0%	210	32.3%	227	32.9%
Half-Monthly Pass/Other	53	6.4%	24	9.0%	44	6.8%	62	9.0%
Total	824	100.0%	268	100.0%	650	100.0%	691	100.0%

Table A-5 Egress from Bus Stop

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Transfer to Bus	264	33.2%	79	31.2%	166	27.7%	235	35.9%
Transfer to Rail					55	9.2%	118	18.0%
Walk	446	56.1%	147	58.1%	297	49.5%	260	39.7%
Drive	11	1.4%	2	0.8%	9	1.5%	6	0.9%
Get a ride	26	3.3%	10	4.0%	35	5.8%	18	2.7%
Bicycle	9	1.1%	1	0.4%	4	0.7%	7	1.1%
Other	39	4.9%	14	5.5%	34	5.7%	11	1.7%
Total	795	100.0%	253	100.0%	600	100.0%	655	100.0%

Table A-6 Frequency of Bus Use

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
5+ days per week	574	72.1%	191	71.5%	489	77.6%	511	77.0%
3-4 days per week	126	15.8%	47	17.6%	81	12.9%	95	14.3%
1-2 days per week	50	6.3%	19	7.1%	37	5.9%	37	5.6%
Less than once a week	46	5.8%	10	3.7%	23	3.7%	21	3.2%
Total	796	100.0%	267	100.0%	630	100.0%	664	100.0%

Table A-7 Length of Time Using MTA Services

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Less than 3 months					55	9.0%	92	13.9%
3 to 6 months					47	7.7%	41	6.2%
Less than 6 months	111	14.5%	41	16.1%	102	16.7%	133	20.1%
6 months to 1 year	111	14.5%	39	15.3%	88	14.4%	69	10.4%
More than 1 year	541	70.9%	175	68.6%	421	69.0%	459	69.5%
1 to 5 years					161	26.4%	161	24.4%
More than 5 years					260	42.6%	298	45.1%
Total	763	100.0%	255	100.0%	611	100.0%	661	100.0%

Table A-8 Age

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
17 years or under	47	6.0%	24	9.1%	49	8.0%	33	5.0%
18 to 44 years	472	60.4%	163	62.0%	351	57.5%	417	63.4%
45 to 64 years	201	25.7%	69	26.2%	175	28.7%	178	27.1%
65 years or more	61	7.8%	7	2.7%	35	5.7%	30	4.6%
Total	781	100.0%	263	100.0%	610	100.0%	658	100.0%

Table A-9 Gender

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Female	368	51.3%	135	57.4%	283	58.6%	213	45.8%
Male	349	48.7%	100	42.6%	200	41.4%	252	54.2%
Total	717	100.0%	235	100.0%	483	100.0%	465	100.0%

Table A-10 Ethnic Origin

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
African-American/Black	115	15.2%	36	14.1%	97	15.8%	84	13.0%
White	162	21.3%	35	13.7%	100	16.3%	137	21.2%
Hispanic	384	50.6%	159	62.1%	321	52.4%	349	54.1%
Asian/Pacific Islander	61	8.0%	18	7.0%	70	11.4%	54	8.4%
Other	37	4.9%	8	3.1%	25	4.1%	21	3.3%
Total	759	100.0%	256	100.0%	613	100.0%	645	100.0%

Table A-11 Vehicle Availability

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
None	360	47.7%	106	42.7%	297	51.2%	306	48.2%
One	231	30.6%	83	33.5%	139	24.0%	176	27.7%
Two	119	15.8%	40	16.1%	98	16.9%	96	15.1%
Three +	45	6.0%	19	7.7%	46	7.9%	57	9.0%
Total	755	100.0%	248	100.0%	580	100.0%	635	100.0%

Table A-12 Household Income

	Local Before		Limited Before		Local After		Metro Rapid After	
	#	Percent	#	Percent	#	Percent	#	Percent
Less than $7,500	212	31.4%	58	25.9%	167	29.8%	153	25.0%
$7,500 - $14,999	173	25.6%	73	32.6%	148	26.4%	162	26.5%
$15,000 - $34,999	148	21.9%	59	26.3%	148	26.4%	164	26.8%
$35,000 - $49,999	86	12.7%	19	8.5%	62	11.1%	52	8.5%
$50,000 - $74,999	34	5.0%	9	4.0%	20	3.6%	45	7.4%
$75,000 and over	23	3.4%	6	2.7%	16	2.9%	35	5.7%
Total	676	100.0%	224	100.0%	561	100.0%	611	100.0%

Table A-13 Alternate Mode (Before Only)

	Local Before		Limited Before	
	#	Percent	#	Percent
Drive	146	20.2%	46	19.3%
Walk	112	15.5%	34	14.3%
Bicycle	34	4.7%	12	5.0%
Taxi	53	7.3%	11	4.6%
Get a ride	195	26.9%	73	30.7%
Would not make trip	184	25.4%	62	26.1%
Total	724	100.0%	238	100.0%

Table A-14 Prior Mode (Metro Rapid Only)

	Metro Rapid After	
	#	Percent
Bus	407	61.1%
Rail	38	5.7%
Bus and Rail	86	12.9%
Did not make trip	72	10.8%
Other	63	9.5%
Total	666	100.0%

Table A-15 Perceived Travel Time Change (Metro Rapid Only)

	Metro Rapid After	
	#	Percent
15 minutes or more faster	313	50.2%
11-15 minutes faster	105	16.9%
6-10 minutes faster	76	12.2%
1-5 minutes faster	30	4.8%
About the same	66	10.6%
Slower	33	5.3%
Total	623	100.0%

Table A-16 Reasons for Not Using Metro Rapid (Local Only)

	Local After	
	#	Percent
Too far to walk	258	41.4%
I just catch the next bus	161	25.8%
Local bus is less crowded	43	6.9%
Don't know enough	99	15.9%
Total	561	100.0%

MITIGATION MONITORING AND REPORTING PROGRAM

Wilshire Bus Rapid Transit Project

April 2011

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (LACMTA) completed the Final Environmental Impact Report/Environmental Assessment (Final EIR/EA) for the Wilshire Bus Rapid Transit (BRT) Project in November 2010. LACMTA is the lead agency in the preparation of the EIR in accordance with the California Environmental Quality Act (CEQA).

Subsequent to the release of the Final EIR/EA, the LACMTA Board of Directors, in its December 2010 meeting, directed staff to study an additional alternative that would reduce the length of the bus lanes by one mile between Comstock Avenue and Selby Avenue. This alternative is considered a refinement to Alternative A and, as such, is referred to in this document as Alternative A-1. In addition, on February 2, 2011, the Los Angeles City Council requested that staff also include a second additional alternative that would further reduce the length of the bus lanes west of the City of Beverly Hills so that the bus lanes would only extend from South Park View Street to San Vicente Boulevard. This second additional alternative is a further refinement to Alternative A and is referred to in this document as Alternative A-2.

It should be noted that the Revised Final EIR/EA determined the refinements to Alternative A (Alternatives A-1 and A-2) to be equally feasible. Alternative A-2 was identified to be the environmentally superior alternative because it would have lesser overall impacts than Alternative A-1; however, Alternative A-1, would more fully meet the goals and objectives of the project and provide greater benefits than Alternative A-2. Accordingly, Alternative A-1 has been selected by the LACMTA Board as the preferred alternative. Because both Alternatives A-1 and A-2 are equally feasible, this Mitigation Monitoring and Reporting Program (MMRP) has been established for both of these alternatives and not on the project as originally proposed.

2.0 Mitigation Monitoring and Reporting Program

CEQA requires agencies that adopt EIRs and mitigated negative declarations (MNDs) to take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill 3180. As part of CEQA's (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a reporting or monitoring program for assessing and ensuring efficacy of any mitigation measures applied to a proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code Section 21081.6 (a) (1):

> *The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required*

> *or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.*

Assembly Bill 3180 provides general guidelines for implementing MMRPs. Specific reporting and/or monitoring requirements, which are to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of Assembly Bill 3180 (Public Resources Code Section 21000 et seq.), the proposed MMRP for the Wilshire BRT project shall be submitted for adoption by the decision makers prior to completion of the environmental review process. LACMTA, the Los Angeles Department of Transportation (LADOT), and the Los Angeles County Department of Public Works (LACDPW) will use this MMRP to ensure compliance with mitigation measures associated with execution of the project.

Under each identified resource, the mitigation measure(s) identified in the Revised Final EIR/EA and the implementation and monitoring requirements are discussed. The implementation and monitoring requirements set forth in this MMRP are as follows:

- Party Responsible for Implementation of Mitigation;
- Implementation Phase;
- Party Responsible for Monitoring Activity;
- Monitoring Activity;
- Monitoring Period;
- Monitoring Frequency; and
- Outside Agency Coordination.

Mitigation is required to address significant or potentially significant impact(s) on the following issue areas:

- Traffic; and
- Construction.

Although impact(s) on the following resource areas are expected to be less than significant, mitigation is nonetheless proposed to ensure that any potential impact(s) remain less than significant:

- Air Quality; and
- Noise.

Table 1 presents the MMRP for the project under either Alternative A-1 – Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue or Alternative A-2 – Truncated Project with Bus Lanes from South Park View Street to San Vicente Boulevard.

Table 1: Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/ Frequency	Outside Agency Coordination
Traffic						
T-1: • Barrington Avenue/Wilshire Boulevard (for Alternative A-1 only) – The traffic signal at this intersection shall be modified to include a westbound "Protected plus Permitted" phase. By adding a "protected" left-turn phasing (a left-turn arrow), traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Westwood Boulevard/Santa Monica Boulevard (for Alternative A-1 only) – The southbound approach shall be restriped to add a second left-turn lane, and the southbound left-turn signal phasing shall be modified to "Protected" phasing. By adding a "protected" left-turn phasing, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Bundy Drive/Olympic Boulevard (for Alternative A-2 only) – The southbound approach shall be re-striped to add a second left-turn lane. An additional signal head shall be installed as required. • Fairfax Avenue/Olympic Boulevard – The traffic signal phasing shall be modified to improve efficiency, and an Adaptive Traffic Control System (ATCS) shall be installed at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue. The ATCS is a personal computer-based program that provides a fully responsive method to accommodate real-time (actual) traffic conditions. The	LADOT	Prior to project operation	LADOT	• Check plans for intersection reconfiguration • Check that mitigation measures are implemented	Once at completion of construction and prior to project operation	None

Table 1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/ Frequency	Outside Agency Coordination
Traffic (Continued)						
expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the eight upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay. • La Brea Avenue/Olympic Boulevard – The traffic signal shall be modified to include an eastbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Crenshaw Boulevard/Olympic Boulevard – ATCS shall be installed at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the six upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay.						
Air Quality						
AQ-1: To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste.	LADOT and LACDPW	During project construction	LADOT and LACPDW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None

Table 1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/ Frequency	Outside Agency Coordination
Air Quality (Continued)						
AQ-2: Minimize grading, earth-moving, and other energy-intensive construction practices.	LADOT and LACDPW	During project construction	LADOT and LACPDW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
AQ-3: To the extent applicable and practicable, replacement trees or landscaping shall be provided.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
AQ-4: To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
Noise						
N-1: To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None

Table 1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/ Frequency	Outside Agency Coordination
Noise (Continued)						
N-2: To the extent applicable, practicable, and feasible, electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
N-3: The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
N-4: No project-related public address or music system shall be audible at any adjacent receptor.	LADOT and LACDPW	During project construction	LADOT and LACDPW	• Ensure that mitigation measure is carried out by construction team/ contractor	Throughout project construction	None
Construction						
C-1: The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following: • Implement diversions/detours to facilitate traffic flow throughout the construction zones; • Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and • Implement a public outreach/education program to inform the public about the	LACMTA, LADOT, and LACDPW	During project construction	LADOT and LACDPW	• Ensure that a traffic mitigation plan is completed and implemented by construction team/ contractor • Public outreach/ education program to be implemented by City and	Throughout project construction	None

Table 1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/ Frequency	Outside Agency Coordination
Construction (Continued)						
planned construction process and encourage motorists to consider alternate travel routes.				County of Los Angeles		
C-2: The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following: • Location of any roadway/lane or sidewalk closure; • Traffic detours and haul routes; • Hours of operation; • Protective devices and warning signs; and • Access to abutting properties.	LADOT, and LACDPW	During project construction	LADOT and LACDPW	• Ensure that a worksite traffic control plan is completed and implemented by construction team/ contractor	Throughout project construction	None
C-3: The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.	LADOT, and LACDPW	During project construction	LADOT and LACDPW	• Ensure that a construction phasing and staging plan is completed and implemented by construction team/ contractor	Throughout project construction	None

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

Wilshire Bus Rapid Transit Project

April 2011

1.0 Introduction

In September 2007, the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the City of Los Angeles submitted a "Very Small Starts" funding application to the Federal Transit Administration (FTA) for the Wilshire Bus Rapid Transit (BRT) Project. In December 2007, FTA granted LACMTA pre-award authority to incur costs for project development activities prior to grant approval, including finalization of any necessary environmental analysis for the proposed project.

LACMTA, in coordination with the City of Los Angeles and Los Angeles County, began evaluating the proposed Wilshire BRT Project in November 2008, as part of preparing an Initial Study/Environmental Assessment (IS/EA). Between November 12, 2008 and November 19, 2008, four community meetings were held along the Wilshire corridor to present the Wilshire BRT Project and solicit any questions and/or comments for the technical team to incorporate. In response to the comments and input received at these community meetings, the environmental document was elevated to an Environmental Impact Report/Environmental Assessment (EIR/EA), which was circulated for public review from June 10, 2010 through July 26, 2010.

LACMTA completed the Final EIR/EA for the Wilshire BRT Project in November 2010. In consideration of comments received during the public review of the Draft EIR/EA, LACMTA staff recommended adoption of Alternative A (Truncated Project Without Jut-Out Removal), instead of the proposed project, to the LACMTA Board. Subsequent to the release of the Final EIR/EA, the LACMTA Board of Directors, in its December 2010 meeting, directed staff to study an additional alternative that would reduce the length of the bus lanes by one mile between Comstock Avenue and Selby Avenue. This alternative is considered a refinement to Alternative A and, as such, has been referred to in the Revised Final EIR/EA as Alternative A-1. In addition, on February 2, 2011, the Los Angeles City Council requested that staff also include a second additional alternative that would further reduce the length of the bus lanes west of the City of Beverly Hills so that the bus lanes would only extend from South Park View Street to San Vicente Boulevard. This second additional alternative is a further refinement to Alternative A and has been referred to in the Revised Final EIR/EA as Alternative A-2.

The Findings of Fact have been prepared to comply with the requirements of the California Environmental Quality Act (CEQA)(Public Resources Code Section 21000) and the *State CEQA Guidelines* (California Code of Regulations Title 14 Section 15000) and reflect the information obtained and analyses conducted in the Revised Final EIR/EA for the Wilshire BRT Project.

2.0 Project Description

2.1 Project History and Background

Wilshire Boulevard is the most heavily used transit corridor in Los Angeles County, with over 80,000 bus boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of

having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. Moreover, Wilshire Boulevard is an important strategic BRT corridor due to the following: (1) the Mid-City/Westside segment of Wilshire Boulevard is a highly significant origin and/or destination point for trips in southern California, especially for transit trips, over 41% of which either originate or terminate in the Wilshire corridor; (2) the Wilshire corridor has a significantly higher transit mode split (20%) than the City of Los Angeles as a whole (8%), and the trend is expected to increase from nearly 2.5 to 2.8 times the City mode split; and (3) the Wilshire corridor currently has very high internal trip retention (over half of all trips begin and end in the corridor), and despite growth in regional trips, the corridor is expected to maintain these high internal trip retention percentages.

With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

In March 2004, the Los Angeles Department of Transportation (LADOT) and LACMTA implemented peak period bus lanes along a one-mile segment of Wilshire Boulevard between Centinela Avenue and Federal Avenue in West Los Angeles, as part of a Bus Lane Demonstration Project. The purpose of this demonstration project was to test whether curbside, exclusive bus lanes operating in the a.m. and p.m. peak periods would significantly improve bus travel speeds and service on Wilshire Boulevard. This demonstration project resulted in improvements in bus speeds and reliability through the one-mile segment. Before and after data analysis indicated that this demonstration project resulted in a 14 percent bus speed improvement and up to a 32 percent improvement in bus schedule reliability.

In November 2006, LACMTA and LADOT began studying the feasibility of implementing end-to-end bus lanes on Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The City of Los Angeles and LACMTA began the Wilshire Bus Speed Improvement Study. Three options were developed by LADOT, which are as follows:

- Peak period end-to-end bus lanes, which consists of the conversion of Wilshire Boulevard curb lanes from mixed flow to bus and right-turn only, and implementation of a number of engineering enhancements, including increased bus signal priority, bus stop relocations, pavement repair, and minor on-street parking space removal to improve bus speeds, schedule reliability, and overall bus travel times.

- All day mini bus lanes, which consist of implementation of "mini" bus lanes in selected segments, construction of a number of minor street improvements, and implementation of the engineering enhancements identified above.

- Implementation of engineering enhancements (e.g., traffic signal modifications/Transit Priority System) only.

In May 2007, the Los Angeles City Council was presented with the above options and made a decision to pursue the first option of constructing peak period end-to-end bus lanes, which clearly met the corridor objectives to improve schedule reliability, improve passenger travel times and average bus speeds, minimize parking space removal, and encourage a mode shift from automobile to bus.

In August 2007, the demonstration project was temporarily suspended by the Los Angeles City Council until the one-mile segment could be integrated into a larger bus lane project.

2.2 Project Goals and Objectives

The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit. When implemented, bus passenger travel times are expected to improve by an average of 24%. Up to a 10% mode shift from mixed flow to bus use is projected. Based on the bus travel time improvements and associated ridership increases experienced with the Metro Rapid Program to-date, transit ridership along the Wilshire corridor is anticipated to increase between 15% and 20%.

The goals and objectives for the project have been developed from the transportation and land use goals and objectives of local and regional agencies, including the City of Los Angeles, Los Angeles County, and the Southern California Association of Governments (SCAG), who serves as the regional Metropolitan Planning Organization (MPO), and are consistent with the other transit improvements currently planned in Los Angeles County. The following is a list of general project goals and objectives that have been developed for the project:

- Improve bus passenger travel times by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment between Valencia Street to the east and Centinela Avenue to the west;
- Improve bus service reliability by separating buses from the already high levels of corridor traffic congestion;
- Improve traffic flow along Wilshire Boulevard;
- Repave the curb lanes along damaged portions of Wilshire Boulevard to allow their effective use by buses during peak periods and by both buses and automobiles during non-peak periods;
- Encourage shift from automobile use to public transit by continuing to attract new transit riders;
- Improve air quality in Los Angeles County with the reduction in mobile source emissions resulting from a mode shift from automobile use to bus use; and
- Minimize impacts to existing on-street parking.

2.3 Project Characteristics

In response to comments received during the public review of the Draft EIR/EA and public testimony during a LACMTA Board meeting in December 2010 and a Los Angeles City Council meeting in February 2011, the LACMTA Board has considered the two refinements

to Alternative A (i.e., Alternative A-1 – Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue, and Alternative A-2 – Truncated Project with Bus Lanes from South Park View Street to San Vicente Boulevard), which have been addressed in the Revised Final EIR/EA. The project as proposed under either Alternative A-1 or A-2 was analyzed at the same level of detail as the proposed project in the Revised Final EIR/EA.

Under either Alternative A-1 or A-2, a variety of activities are proposed along the entire length of the project corridor. Much of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be "converted" to a bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening (Alternative A-1 only). Upgrades to the transit signal priority system (TPS) would also be implemented, including (1) addition of bus signal priority at intersections with near-side bus stops, (2) increase in maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. In areas along Wilshire Boulevard where no bus lanes are implemented, the buses would operate with mixed-flow traffic.

Under Alternative A-1 only, a portion of the project is under County jurisdiction, between Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities. Key elements of the County's project scope include widening Wilshire Boulevard between Bonsall Avenue and Federal Avenue, reduction of adjacent sidewalks to a uniform width, traffic lane restriping, adjustments to geometrics and traffic signals, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

The key elements of the project as proposed under Alternative A-1 are summarized from east to west, as follows:

- 7.7 miles of bus lanes from South Park View Street to San Vicente Boulevard (5.4 miles), the western border of the City of Beverly Hills to Comstock Avenue (0.5 mile), Selby Avenue to mid-block Gayley/Veteran Avenue (0.5 mile), and Bonsall Avenue to Centinela Avenue (1.3 miles);
- 3.6 miles of curb lane reconstruction/resurfacing between Western Avenue and San Vicente Boulevard;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile);
- Lengthen the eastbound left-turn pocket at Sepulveda Boulevard by approximately 470 feet;
- Widen Wilshire Boulevard between Bonsall Avenue and Barrington Avenue to accommodate bus lanes (0.7 mile); and
- TPS communication system upgrade, TPS enhancements, signage, and restriping for bus lanes, as necessary, along the project corridor.

The key elements of the project as proposed under Alternative A-2 are summarized from east to west, as follows:

- 5.4 miles of bus lanes from South Park View Street to San Vicente Boulevard;
- 3.6 miles of curb lane reconstruction/resurfacing between Western Avenue and San Vicente Boulevard;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile);
- TPS enhancements, signage, and restriping for bus lanes, as necessary, along the project corridor; and
- Inclusion of several design options that include (1) an additional 1.4 miles of curb lane reconstruction/resurfacing between Hoover Street and Western Avenue; and (2) a TPS communication system upgrade.

2.4 Other Alternatives to the Proposed Project

No Project Alternative

This alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. The No Project Alternative would not include the conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and, installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A: Truncated Project Without Jut-Out Removal

Alternative A – Truncated Project Without Jut-Out Removal would include the development of 8.7 miles of bus lanes from the Wilshire Boulevard/South Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would reduce the length of the bus lanes to 8.7 miles from the 9.7 miles under the proposed project. Additionally, unlike the proposed project, this alternative would retain the existing jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, compared to the proposed project, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard (0.6 miles) and between the western border of the City of Beverly Hills and Westholme Avenue (1.2 miles). In areas along Wilshire Boulevard where no bus lanes are implemented, the buses would operate with mixed-flow traffic.

The key features of this alternative are summarized from east to west, as follows:

- 8.7 miles of bus lanes from South Park View Street to San Vicente Boulevard (5.4 miles), the western border of the City of Beverly Hills to mid-block Gayley/Veteran Avenue (2.0 miles), and Bonsall Avenue to Centinela Avenue (1.3 miles);
- 4.8 miles of curb lane reconstruction/resurfacing between Western Avenue and San Vicente Boulevard (3.6 miles) and between the western border of the City of Beverly Hills and Westholme Avenue (1.2 miles);
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile);
- Lengthen the eastbound left-turn pocket at Sepulveda Boulevard by approximately 470 feet;
- Widen Wilshire Boulevard between Bonsall Avenue and Barrington Avenue to accommodate bus lanes (0.7 mile); and
- TPS enhancements, signage, and restriping for bus lanes, as necessary, along the project corridor.

Alternative B: Truncated Project

Alternative B – Truncated Project includes the development of 8.7 miles of bus lanes within the 12.5-mile project corridor, compared to the 9.7 miles of bus lanes under the proposed project. This alternative would reduce the length of the bus lanes by 1.0 mile by not implementing the bus lanes from Valencia Street to South Park View Street (0.7 mile) and from mid-block Gayley Avenue/Veteran Avenue to Sepulveda Boulevard (0.3 mile). Similar to the proposed project, this alternative would remove the jut-outs between Comstock Avenue and Malcolm Avenue.

Although this project would meet the project's objectives, this alternative is not being evaluated further because it would neither avoid nor substantially lessen any of the significant and unavoidable effects identified for the proposed project. In addition, there is strong community opposition to the removal of the jut-outs between Comstock Avenue and Malcolm Avenue and the associated impacts to access to residential buildings along Wilshire Boulevard, on-street parking, and street trees. As such, this project alternative was considered infeasible and eliminated from further analysis in this EIR/EA.

Alternative C: Mini-Bus Lanes

The Mini-Bus Lanes Alternative would include a 2.5-mile bus lane compared to the 9.7 miles that would be included under the proposed project. This alternative would include bus lanes in selected segments plus street improvements and engineering enhancements. This alternative is not being evaluated further because, while it would improve bus travel time through several congested locations, it would not substantially improve schedule reliability and reduce bus "bunching" due to congested conditions elsewhere in the corridor. One of the goals of the project is to increase transit ridership by providing more reliable bus service, and this alternative would not meet that goal. This alternative would also be very difficult to enforce because of the intermittent nature of the bus lanes, as well as their short length, and would require an intensive enforcement approach. Additionally, this alternative would require physical widening of Wilshire Boulevard within the Wilshire Community Plan Area,

which the Community Plan prohibits. As such, this project alternative was considered infeasible and eliminated from further analysis in this EIR/EA.

3.0 Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the project consists of the following documents, at a minimum:

- Notice of Preparation, Notice of Completion, and Notice of Availability and all other public notices issued by the LACMTA in conjunction with the project;
- Wilshire BRT Project Draft EIR/EA;
- Wilshire BRT Project Final EIR/EA;
- Mitigation Monitoring and Reporting Program for the project;
- All findings and resolutions adopted by the LACMTA Board in connection with the project and all documents cited or referred to therein;
- Any documents expressly cited in the foregoing documents, in addition to the Findings of Fact and Statement of Overriding Considerations; and
- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6, Subdivision (e).

The custodian of the documents comprising the record of proceedings is Ms. Martha Butler, LACMTA, One Gateway Plaza, Los Angeles, CA 90012.

4.0 Findings Required Under CEQA

Public Resources Code (PRC) Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required [by CEQA] are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 also states that "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles stated above are implemented, in part, through the CEQA requirement that agencies must adopt findings before approving projects for which EIRs are required (PRC Section 21081(a) and CEQA Guidelines Sections 15091 and 15096(h)). For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions as follows (CEQA Guidelines Section 15091(a)):

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less-than-significant level. Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is avoided or substantially lessened, these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less-than-significant level or has simply been substantially lessened but remains significant.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or a feasible environmentally superior alternative, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's economic, legal, social, technological, or other benefits rendered acceptable it unavoidable adverse environmental effects (CEQA Guidelines Sections 15043(b) and 15093).

These findings constitute LACMTA's best efforts to set forth the rationales and support for its decision under the requirements of CEQA. It should be noted that the Revised Final EIR/EA determined the refinements to Alternative A, Alternatives A-1 and A-2, to be equally feasible. Alternative A-2 was identified to be the environmentally superior alternative because it would have lesser overall impacts than Alternative A-1; however, Alternative A-1, would more fully meet the goals and objectives of the project and provide greater benefits than Alternative A-2. Accordingly, Alternative A-1 has been selected by the LACMTA Board as the preferred alternative. Because both Alternatives A-1 and A-2 are equally feasible, these findings are focused on both of these alternatives and not on the project as originally proposed.

5.0 Legal Effect of Findings

To the extent that these findings conclude that various proposed mitigation measures outlined in the Revised Final EIR/EA are feasible and have not been modified, superseded, or withdrawn, LACMTA, in conjunction with the City and County of Los Angeles, hereby binds itself to implement these measures. These findings constitute a binding set of obligations that will come into effect when the LACMTA Board decision makers formally approve the project as proposed under Alternative A-1 (Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue).

The mitigation measures are also referenced in the Mitigation Monitoring and Reporting Program adopted concurrently with these findings and will be effectuated through the process of constructing and implementing the project.

6.0 Mitigation Monitoring and Reporting Program

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Wilshire BRT Project and has been adopted concurrently with these findings. LACMTA, the Los Angeles Department of Transportation (LADOT), and the County of Los Angeles Department of Public Works will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

7.0 Significant Effects and Mitigation Measures

The Revised Final EIR/EA identified several significant environmental effects (or "impacts") that the project will cause. Some of these significant effects are lessened or made not significant by implementation of feasible mitigation measures. Others cannot be avoided by the adoption of feasible mitigation measures or feasible environmentally superior alternatives (Alternative A-2 – Truncated Project with Bus Lanes from South Park View Street to San Vicente Boulevard). The project as proposed under either Alternative A-1 or A-2 would only result in significant and unavoidable impacts with respect to localized traffic impacts at certain intersections; however, these effects are outweighed by overriding considerations set forth in Section 8.0 below. This section (Section 7.0) presents in greater detail the LACMTA's findings with respect to the environmental effects of the project (i.e., Alternative A-1 as the preferred alternative and Alternative A-2 as the environmentally superior alternative).

For each of the significant or cumulative impacts associated with the project, the following information is provided:

- Description of Project Impacts – A specific description of each significant environmental impact identified in the Draft or Revised Final EIR/EA.
- Proposed Mitigation – Mitigation measures or actions that are proposed for implementation as part of the project.
- Finding – The findings made are those allowed by Section 21081 of the California PRC. The findings are made in two parts. In the first part, a judgment is made regarding the significance of the impact or effect. In the second part, which pertains only to impacts found to be significant, one of three specific findings is made, in accordance with the statement of acceptable findings provided in Section 15091 of the CEQA Guidelines.
- Rationale – A summary of the reasons for the decision.
- Reference – A notation on the specific section in the Draft or Revised Final EIR/EA that includes the evidence and discussion of the identified impact.

7.1 Traffic, Circulation, and Parking

1) **Impact T1: Exceed LOS Criteria under projected 2012 and 2020 Levels of Service.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in significant impacts related to the exceedance of level-of-service (LOS) criteria for multiple intersections in both 2012 and 2020 project years.

b. *Proposed Mitigation* – At some of the intersections at which the project as proposed under either Alternative A-1 or A-2 would have a significant impact on traffic operations, the following mitigation measures would improve traffic operations and reduce the impacts to less-than-significant levels:

T-1:

- Barrington Avenue/Wilshire Boulevard (for Alternative A-1 only) – The traffic signal at this intersection shall be modified to include a westbound "Protected plus Permitted" phase. By adding a "protected" left-turn phasing (a left-turn arrow), traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.
- Westwood Boulevard/Santa Monica Boulevard (for Alternative A-1 only) – The southbound approach shall be restriped to add a second left-turn lane, and the southbound left-turn signal phasing shall be modified to "Protected" phasing. By adding a "protected" left-turn phasing, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.
- Bundy Drive/Olympic Boulevard (for Alternative A-2 only) – The southbound approach shall be re-striped to add a second left-turn lane. An additional signal head shall be installed as required.
- Fairfax Avenue/Olympic Boulevard – The traffic signal phasing shall be modified to improve efficiency, and an Adaptive Traffic Control System (ATCS) shall be installed at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue. The ATCS is a personal computer-based program that provides a fully responsive method to accommodate real-time (actual) traffic conditions. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the eight upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay.
- La Brea Avenue/Olympic Boulevard – The traffic signal shall be modified to include an eastbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.
- Crenshaw Boulevard/Olympic Boulevard – ATCS shall be installed at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard. The expected benefit to traffic flow is a reduction in the

volume-to-capacity (V/C) ratio of 0.03 at the six upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☒ **Significant** ☐ Not Significant

For those impacts that are found to be significant, the following additional finding is made:

☐ Changes or alterations have been incorporated into the project that avoid or lessen the effect.

☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

☒ **Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.**

The impacts(s) subsequent to mitigation is/are found to be:

☒ **Significant** ☐ Not Significant

d. *Rationale* – For Years 2012 and 2020, a total of eight intersections are forecast to remain significantly affected after mitigation under Alternative A-1 because no feasible mitigation measures could be identified for the following locations:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/ Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following six intersections are forecast to remain significantly impacted in either year 2012 or year 2020 under Alternative A-2 since no feasible mitigation measures that fully mitigate impacts at these intersections could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The unmitigated impacts at the intersections identified above under either Alternative A-1 or A-2 would remain significant and unavoidable.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) Impact T2: Exceed Significance Criteria for Local Residential Streets.

a. *Description of Project Impacts* – Impacts to local residential streets along the Wilshire corridor caused by potential traffic diversion during bus lane operations could occur.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* –Along the project corridor, Goshen Avenue between Bundy Drive and San Vicente Boulevard, and Lindbrook Drive and Ashton Avenue between Malcolm Avenue and Comstock Avenue, in the western part of the study area, are local residential streets adjacent and run parallel to Wilshire Boulevard. Texas Avenue, in the western part of the study area, also runs parallel to Wilshire Boulevard but is designated as a collector street and, therefore, not subject to a local residential street analysis. Additionally, 6th Street, 7th Street, and 8th Street, adjacent and parallel to Wilshire Boulevard in the eastern part of the study area, are designated as either collector or secondary streets between Fairfax Avenue and Lucas Avenue and, therefore, are not subject to a local residential street analysis.

Under either Alternative A-1 or A-2, study intersections on Wilshire Boulevard in the vicinity of Lindbrook Drive and Ashton Avenue operate at LOS D or better in 2012 and 2020. Therefore, it is not expected that a significant amount of traffic would divert from Wilshire Boulevard to these local residential streets. In the vicinity of Goshen Avenue, the Bundy Drive/Wilshire Boulevard and Federal Avenue-San Vicente Boulevard/Wilshire Boulevard intersections are projected to operate at LOS E or F in 2012 and 2020. However, traffic diversion onto Goshen Avenue is unlikely since Goshen Avenue runs for only a short distance, eastbound left-turn movements from Wilshire Boulevard to Bundy Drive are relatively high-delay movements during peak hours, and northbound left-turn movements from San Vicente Boulevard to Goshen Avenue are prohibited. Therefore, no significant impacts to local residential streets are expected.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) Impact T3: Exceed parking requirements or result in inadequate parking supply.

a. *Description of Project Impacts* – Under either Alternative A-1 or A-2, approximately 11 parking spaces between South Park View Street and Fairfax Avenue (a distance of approximately 4.8 miles) would be removed to accommodate larger or relocated bus stops in order to facilitate bus movements in and out of stops. However, under either alternative, parking supply would be unchanged between Comstock Avenue and Malcolm Avenue since jut-outs in

this area would be retained (Alternative A-1) or no bus lane would be implemented (Alternative A-2). Therefore, no change in parking would occur in this area, and no impact would occur.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The removed parking spaces between South Park View Street and Fairfax Avenue would be spread throughout this segment of the project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply during off-peak hours. During peak periods, parking is prohibited under current conditions, so the removal of these parking spaces would not affect parking supply at all. Therefore, the removal or restriction of parking spaces on Wilshire Boulevard would result in less-than-significant impacts.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

4) **Impact T4: Result in Auto/Bus transition conflicts at certain locations.**

a. *Description of Project Impacts* – Along the Wilshire Boulevard BRT route, Metro buses would transition into and out of mixed-flow travel lanes at certain locations, depending on downstream roadway capacity changes and jurisdictional boundaries.

b. *Proposed Mitigation* – None Required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – In order to reduce or avoid automobile and bus transition conflicts, the project as proposed under either Alternative A-1 or A-2 would include installation of appropriate signage along Wilshire Boulevard adjacent to each of the areas of potential conflict, in order to inform motorists of bus lane operation during peak hours. For potential traffic conflicts in both eastbound and westbound directions along Wilshire Boulevard, the installation of appropriate signage would ensure that the project as proposed under either alternative would result in less-than-significant impacts related to automobile/bus transition conflicts. No mitigation measures are required.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

5) **Impact T5: Result in inadequate emergency access.**

a. *Description of Project Impacts* – Construction and operation of the project as proposed under either Alternative A-1 or A-2 could interfere with emergency vehicle access due to construction activities and bus lane restrictions.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Emergency vehicles would be permitted to use the bus lanes when they are in operation. Because these lanes would be free of most other vehicular traffic, emergency response time would likely improve during peak periods. During construction activities, alternative access routes would be utilized, and local emergency access would be retained at all times. Therefore, a less-than-significant impact would occur.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.2 Air Quality

1) **Impact AQ1: Conflict with or obstruct implementation of the applicable air quality management plan.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would be consistent with the projections in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP).

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 would be consistent with all local general plans and compatible with the surrounding uses. Because the project as proposed under either Alternative A-1 or A-2 would be consistent with the local general plan, pursuant to SCAQMD guidelines, the project would be considered consistent with the region's AQMP. As such, regional operations emissions for either alternative would be accounted for in the AQMP. In addition, project construction would comply with AQMP emissions control strategies such as Rule 403 (Fugitive Dust), Rule 1108 (Cutback Asphalt), and Rule 1113 (Architectural Coatings), among other control strategies. Accordingly, the project as proposed under either Alternative A-1 or A-2 would be consistent with the projections in the AQMP, thereby resulting in a less-than-significant impact.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) **Impact AQ2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

a. *Description of Project Impacts* – Criteria pollutant emissions for both construction and operation of the project as proposed under either Alternative A-1 or A-2 would result in a less-than-significant regional air quality impact.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Construction of the project as proposed under either Alternative A-1 or A-2 has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile-source emissions, primarily NO_X, would result from the use of construction equipment. However, criteria pollutant emissions would be less than the applicable SCAQMD significance thresholds, and as such, would result in a less-than-significant regional air quality impact.

Regional air pollutant emissions associated with project operations would be generated by operation of on-road vehicles. Mobile-source emissions are proportional to the vehicle miles traveled (VMT), which are proportional to new vehicle trips. The project as proposed under either Alternative A-1 or A-2 would not generate new trips; instead, the project would facilitate the movement of existing traffic through the study corridor, as well as other traffic generated by new development in the area. Consequently, the project may result in local traffic redistribution. However, the project itself would not result in a violation of any air quality standard or contribute substantially to an existing or project air quality violation.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) Impact AQ3: Expose sensitive receptors to substantial pollutant concentrations.

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in less-than-significant impacts in exposing sensitive receptors to substantial pollutant concentrations.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – A conservative estimate of the project's construction-period on-site mass emissions showed that the worst-case maximum emissions for all criteria pollutants would remain below their respective SCAQMD Localized Significance Threshold (LST). As such, localized impacts that may result from construction-period air pollutant emissions would be less than significant. With regard to regional construction-period impacts under Alternative A-2, impacts would be less than those disclosed for Alternative A-1 since the construction activity under Alternative A-2 would be limited to the project alignment east of the City of Beverly Hills. There would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from the western boundary of the City of Beverly Hills to Centinela Avenue on the western

end of the project corridor. However, there would be up to 2.0 miles of additional curb lane reconstruction/resurfacing between Hoover Avenue and Western Avenue and between Fairfax Avenue and San Vicente Boulevard. The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities.

Since the project as proposed under either Alternative A-1 or A-2 would continue to operate compressed natural gas (CNG) buses rather than diesel buses and would not result in the emission of acute and/or chronically hazardous TAC pollutants, potential project-generated air toxic impacts on surrounding land uses would be less than significant. No mitigation measures are necessary.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

4) Impact AQ4: Create objectionable odors affecting a substantial number of people.

a. *Description of Project Impacts* – No construction activities or materials are proposed which would create a significant level of objectionable odors. As such, potential impacts during construction would be less than significant.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – According to the SCAQMD CEQA Air Quality Handbook (South Coast Air Quality Management District 1993), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project as proposed under either Alternative A-1 or A-2 would not include any uses identified by the SCAQMD as being associated with odors and, therefore, would not produce objectionable odors. As such, potential impacts would be less than significant with respect to objectionable odors.

Potential sources that may emit odors during construction activities include asphalt paving. SCAQMD Rule 1108 limits the amount of volatile organic compounds from cutback asphalt. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create a significant level of objectionable odors. As such, potential impacts during construction would be less than significant.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

5) Impact AQ5: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

a. *Description of Project Impacts* – The relative amounts of GHG emissions associated with the project are negligible. The amount of emissions from the

project as proposed under either Alternative A-1 or A-2, without considering other cumulative global emissions, would not be enough to cause substantial climate change directly. Thus, project emissions, in isolation, are considered less than significant. However, climate change is a global cumulative impact, and the proper context for analysis of this issue is not a project's emissions in isolation but, rather, its contribution to cumulative GHG emissions. Nevertheless, during operation of the project, it would be expected that a beneficial impact on GHG emissions would occur due to decreased traffic congestion along the Wilshire corridor, increased efficiency and use of the CNG-fueled Wilshire BRT, and decreased personal vehicle VMTs.

b. *Proposed Mitigation* – None required. Nevertheless, mitigation measures to reduce project-related GHG emissions by the greatest extent feasible are prescribed.

AQ-1 To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste.

AQ-2 To the extent applicable and practicable, minimize grading, earth-moving, and other energy-intensive construction practices.

AQ-3 To the extent applicable and practicable, replacement trees or landscaping shall be provided.

AQ-4 To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 would reduce GHG emissions, compared with existing conditions, by improving traffic circulation and relieving local congestion. Implementation of prescribed mitigation measures during construction would further reduce the project's GHG emissions. As such, the project as proposed under either Alternative A-1 or A-2 would not conflict with the state's goal of reducing GHG emissions to 1990 levels by 2020. Project impacts relative to GHG emissions and climate change would be less than significant.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.3 Cultural Resources

1) Impact CR1: Potential Impacts on Archaeological Resources.

a. *Description of Project Impacts* – The curb lanes on Wilshire Boulevard in the area near the La Brea Tar Pits are in extremely poor condition and are not used by buses and other vehicles to a high degree. Reconstruction of the roadway base (i.e., below the surface of the pavement) as well as curbs and gutters, where damaged, are proposed for this segment of the alignment. Despite heavy urbanization, buried cultural resources have been identified in the vicinity of the

proposed construction zone. There is the potential for buried archaeological deposits to exist beneath previously disturbed and developed land surfaces in the project area.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The bulk of the project involves activities, such as sidewalk removal (Alternative A-1 only), pavement replacement, or restriping, which are not ground disturbing. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. Therefore, the proposed improvements would have no direct or indirect impact on archaeological resources.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) Impact CR2: Impacts on Historic Resources.

a. *Description of Project Impacts* – The project as proposed under Alternative A-1 would reduce the sidewalk widths on the north and south sides of Wilshire Boulevard between Federal Avenue and Barrington Avenue, as well as on both sides of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; these reductions are not included under Alternative A-2. Of the eight buildings that were identified as historical resources under the CEQA Guidelines, none were found to be affected by the project as proposed under Alternative A-1; since Alternative A-2 would limit physical changes between South Park View Street and San Vicente Boulevard, no impacts to the identified historical resources would occur under this alternative.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The project would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. To implement the project as proposed under either Alternative A-1 or A-2, curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping (under Alternative A-1 only). As a result of consultation with the California State Historic Preservation Officer (SHPO) on April 3, 2008, for the purposes of the built environment survey, only those areas where changes would occur to curbs and sidewalks would be included in the Area of Potential Effects (APE). This area is bounded by Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue. The remainder of the project alignment involves lane repaving and/or restriping, would not involve any physical changes to any architectural resources or sidewalk, has no potential to

affect historic properties, and is excluded from the APE. Of the eight buildings that were identified as historical resources under the CEQA Guidelines, none were found to be affected by the project as proposed under Alternative A-1; since Alternative A-2 would limit physical changes between South Park View Street and San Vicente Boulevard, no impacts to the identified historical resources would occur under this alternative. Although an identified resource located at 1250 Federal Avenue (United States Army Reserve Center/Sadao Munemori Hall) is located immediately adjacent to where the widening would occur, the improvements proposed under Alternative A-1 would not have a direct or indirect impact on the historic resource. As a result, based on field observations and a review of the proposed improvements under Alternative A-1, modifications to the sidewalks adjacent to the eight historic resources would have no direct or indirect impact on the characteristics that qualify those resources for inclusion in the National Register or the California Register.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) Impact CR3: Impacts on Paleontological Resources.

a. *Description of Project Impacts* – Construction of the project under either Alternative A-1 or A-2 would include surface changes to pavement, sidewalks, and/or curbs. However, there is little potential to affect previously undisturbed paleontological resources. In those instances where sidewalk widths would be reduced (under Alternative A-1 only), roadway base or curb lanes reconstructed, or turn pockets altered, the projected depths of subsurface work are anticipated to be very shallow with no excavation or disturbance of sub-grade below two feet. Given that the shallowest depth where significant fossil vertebrate remains may be encountered is six feet, it is anticipated that the proposed project would result in no direct or indirect impacts on paleontological resources.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – A thorough examination of paleontological locality and specimen data of the Los Angeles County Natural History Museum's Vertebrate Paleontology Section reveal that several fossil vertebrate localities lie directly along the project route area, and there are other localities nearby that occur in the same sedimentary deposits as are exposed or occur at depth in the proposed project route area. Excavations in the older Quaternary deposits throughout the entire project route area, at depths as shallow as six feet, have a good chance of uncovering significant fossil vertebrate remains. Due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed under either Alternative A-1 or A-2 is not anticipated to go beyond two feet below the surface. Therefore, no impacts would be anticipated to occur, and no mitigation measures are required.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.4 Noise

1) **Impact N1: Exposure to noise levels in excess of applicable standards and to substantial permanent increase in ambient noise in the project vicinity.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would increase noise temporarily along the corridor during construction. Noise during construction would primarily be generated from construction equipment. Although a less-than-significant impact would occur, noise control measures are recommended during construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors. According to the traffic noise modeling results during project operation, the project would not cause an exceedance of City of Los Angeles or County of Los Angeles noise standards or materially worsen an existing standard violation. "With Project" noise levels in both the opening year and horizon year are predicted to decrease from what they would be "Without Project" at most locations, and increase only slightly in others. Therefore, traffic noise associated with the project as proposed under either Alternative A-1 or A-2 would be considered a less-than-significant impact.

b. *Proposed Mitigation* – Although construction noise impacts would be less than significant, construction noise could adversely affect nearby residents. However, the noise would be temporary and limited to the duration of the construction. Nonetheless, the following recommended measures may be incorporated into the project contract specifications to minimize construction noise impacts:

N-1 To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment.

N-2 To the extent applicable, practicable, and feasible, electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment.

N-3 The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

N-4 No project-related public address or music system shall be audible at any adjacent receptor.

The noise control measures listed above would help in reducing the annoyance of high noise levels at adjacent noise-sensitive land uses to the extent practicable during construction.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Under either Alternative A-1 or A-2, assuming an average noise level of 89 dBA (at 50 feet distance from roadway centerline) during excavation activities for roadway reconstruction of the curb lanes, noise levels would temporarily increase by more than 15 decibels from the typical ambient daytime noise levels measured in the project area. Under Alternative A-2, construction noise impacts would not occur west of the City of Beverly Hills since the bus lanes would only extend between South Park View Street and San Vicente Boulevard. However, noise impacts from Western Avenue to Fairfax Avenue would be extended from Western Avenue to San Vicente Boulevard and from Western Avenue to Hoover Street under Alternative A-2 due to the additional resurfacing/reconstruction of the curb lanes. Although the increases in noise levels would be substantial, the increases would be intermittent and temporary during daytime hours as permitted by the City's Noise Ordinance (i.e., 7:00 a.m. to 9:00 p.m. during weekdays, and 8:00 a.m. to 6:00 p.m. on Saturdays). Therefore, it is unlikely that significant impacts on noise-sensitive uses or activities would occur.

Under both Opening Year With Project conditions and under Horizon Year With Project conditions, predicted traffic noise levels during project operation would range from approximately 67 dBA CNEL to 71 dBA CNEL at selected locations along the Wilshire corridor at a distance of 75 feet.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) **Impact N2: Exposure to excessive groundborne vibration or groundborne noise levels.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in groundborne vibration or groundborne noise impacts as a result of construction activities and projected operational conditions. Vibratory compactors or rollers, pile drivers and pavement breakers can generate perceptible vibration. Heavy trucks can also generate groundborne vibration, which vary depending on vehicle type, weight, and pavement conditions. With regards to operational impacts under either Alternative A-1 or A-2, groundborne vibration in the project vicinity would continue to be generated by vehicles traveling along the local roadways, as they do in the existing condition.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Vibration levels due to construction activity at nearby sensitive receptors would be temporary and would be well below the significance criteria of 0.2 inches per second Peak Particle Velocity; thus, construction vibration and groundborne noise impacts would be less than significant. Under either Alternative A-1 or A-2, groundborne vibration in the project vicinity would

continue to be generated by vehicles traveling along the local roadways, as they do in the existing condition.

For Alternative A-1, only the segments of the project corridor from Bonsall Avenue to Federal Avenue and from Federal Avenue to Barrington Avenue would result in a change in the distance from the nearest travel lanes to the adjacent land uses. There are no sensitive-receptors adjacent to the south side of Wilshire Boulevard between Sepulveda Boulevard and Federal Avenue. There are also no sensitive receptors adjacent to either side of Wilshire Boulevard between Federal Avenue and Barrington Avenue. Therefore, Alternative A-1 would result in less-than-significant operational vibration impacts, and no mitigation would be required.

For Alternative A-2, there would be no change in the distance from the nearest travel lanes to the adjacent land uses along the alignment. Therefore, Alternative A-2 would result in less-than-significant operational vibration impacts, and no mitigation would be required.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.5 Land Use

1) **Impact LU1: Compatibility with Surrounding Land Uses**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would include general improvements to portions of Wilshire Boulevard. Proposed improvements would include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. The project as proposed under either Alternative A-1 or A-2 would not result in any impacts related to compatibility with surrounding land uses.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – No properties would be acquired, and no land use changes would occur under either Alternative A-1 or A-2. The project components described above would occur within the Wilshire Boulevard right-of-way. The existing transportation use of the corridor would remain under either Alternative A-1 or A-2. Therefore, the project as proposed under either Alternative A-1 or A-2 is not anticipated to result in impacts related to incompatibility with surrounding land uses.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) Impact LU2: Division of Existing Neighborhood

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would consist of dedicated weekday peak period bus lanes in both the eastbound and westbound directions to be achieved primarily through the conversion of existing curb lanes to peak period bus lanes. Throughout the corridor, Wilshire Boulevard is designated and zoned for transportation uses. As the project would be limited to within the public rights-of-way, the project as proposed under either Alternative A-1 or A-2 would not result in an impact related to division of an existing neighborhood.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – All proposed improvements would occur along Wilshire Boulevard and would not divide neighborhoods located along the corridor. No impact is anticipated to occur under project implementation.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) Impact LU3: Consistency with Applicable Plans and Policies

a. *Description of Project Impacts* – The project consists of dedicated weekday peak period bus lanes in both the eastbound and westbound directions to be achieved primarily through the conversion of existing curb lanes to peak period bus lanes. The project would also include the restriping and widening of some existing portions of the Wilshire corridor. However, it would not result in new land uses that would affect land use plans, policies, and regulations. The proposed project or either Alternative A-1 or A-2 is anticipated to be consistent with all the local, regional, state, and federal jurisdictions and their plans for the project area.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 is anticipated to be consistent with all the local, regional, state, and federal jurisdictions and their plans for the project area, including the Westlake Community Plan and Wilshire Community Plan. In addition, Alternative A-1 is also anticipated to be consistent with the Westwood Community Plan, West Los Angeles Community Plan Area, and Brentwood-Pacific Palisades Community Plan; Alternative A-2 would not extend into these community plan areas. Furthermore, the project would not conflict with any Southern California Association of Governments (SCAG) Regional Transportation Plan goals or policies. Therefore, no impacts related to consistency are anticipated.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.6 Aesthetics

1) **Impact A1: Substantially degrade the existing visual character or quality of the site and its surroundings.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. The project under either alternative would not include structures or other elements that would potentially obstruct views of far-off scenic features or structures and places that contribute to the visual character of the corridor, such as potentially historic or historically significant cultural resources. In addition, the jut-outs would not be removed between Comstock Avenue and Malcolm Avenue, and, therefore, no trees would be removed in this area.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – Alternative A-1 would involve the extension of the eastbound left-turn pocket at Sepulveda Boulevard and street widening between Bonsall and Federal Avenues, which would affect the existing median, resulting in the removal of a number of small jacaranda trees. However, Alternative A-1 would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping. This alternative would not result in a substantial new amount of lighting, or shadow effects, along Wilshire Boulevard. Because this alternative involves a smaller project area and does not include the removal of jut-outs and street trees, fewer visual changes would occur than under the proposed project. Therefore, less-than-significant visual impacts would result under Alternative A-1.

Since Alternative A-2 would not involve any activities related to the implementation of bus lanes west of the City of Beverly Hills, no street widening or extension of the eastbound left-turn pocket at Sepulveda Boulevard would occur. Accordingly, this alternative would not affect the existing median or result in the removal of a number of small jacaranda trees. This alternative would comply with all local construction standards and guidelines, and as such, would not significantly affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard. Alternative A-2 would not result in a substantial new amount of lighting, or shadow effects, along Wilshire Boulevard. Because this alternative involves a smaller project area and does not include the removal of jut-outs and street trees, fewer visual changes would occur than under the proposed project. Therefore, less-than-significant visual impacts would result under Alternative A-2.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.7 Biological Resources

1) **Impact BR1: Have a substantial adverse effect on any sensitive or special-status species.**

a. *Description of Project Impacts* – Project operation under either Alternative A-1 or A-2 would not create any new impacts related to ecologically sensitive areas and endangered species beyond existing conditions. Therefore, a less-than-significant impact related to sensitive or special status plant and animal species would occur.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Implementation of the project as proposed under either Alternative A-1 or A-2, which would involve improvements to an existing transportation corridor already used by buses and other vehicles to create peak period curbside bus lanes to accommodate existing buses, would not create any new impacts to existing biological resources, including sensitive or special-status species, in the project corridor and vicinity.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) **Impact BR2: Interfere with wildlife movement.**

a. *Description of Project Impacts* – During project construction, there is a moderate potential for violation of the federal Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other construction-related activities were to occur during the nesting season.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – Alternative A-1 would avoid impacts to existing street trees on the jut-out sidewalk areas between Comstock Avenue and Malcolm Avenue that have been identified as potential migratory bird nesting habitat. The segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds. Therefore, a less-than-significant impact would occur under Alternative A-1. Since the bus lanes under Alternative A-2 would only extend to San Vicente Boulevard, this alternative would avoid impacts to existing street trees on the jut-out sidewalk areas between Comstock Avenue and Malcolm Avenue that have been identified as potential migratory bird nesting habitat and

to the small jacaranda trees in the existing median west of Sepulveda Boulevard. Therefore, a less-than-significant impact would occur under Alternative A-2.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) **Impact BR3: Conflict with local policies or ordinances protecting biological resources.**

a. *Description of Project Impacts* – Alternative A-1 would result in the removal of up to 30 small jacaranda trees between I-405 and Federal Avenue. This would potentially conflict with City of Los Angeles requirements for the preservation or replacement of street trees.

b. *Proposed Mitigation* – None required

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – Under Alternative A-1, the segment of the project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds. Therefore, no impacts related to conflicts with local policies or ordinances would occur. Since the bus lanes under Alternative A-2 would only extend to San Vicente Boulevard, this alternative would avoid impacts to existing street trees on the jut-out sidewalk areas between Comstock Avenue and Malcolm Avenue that have been identified as potential migratory bird nesting habitat and to the small jacaranda trees in the existing median west of Sepulveda Boulevard. Therefore, no impacts related to conflicts with local policies or ordinances would occur.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.8 Construction

1) **Impact C1: Have a substantial adverse effect on traffic circulation during project construction.**

a. *Description of Project Impacts* – Construction vehicles would be used along the alignment to implement the project improvements identified above and would possibly impede traffic mobility in areas of construction. Traffic detours and truck routes would be required during construction. Traffic disruptions would likely occur and result in adverse effects to local traffic circulation.

b. *Proposed Mitigation* – Mitigation Measures C-1 through C-3 below would ensure that construction-related traffic impacts would be reduced to less than significant.

C-1 The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following:

- Implement diversions/detours to facilitate traffic flow throughout the construction zones;
- Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and
- Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes.

C-2 The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following:

- Location of any roadway/lane or sidewalk closure;
- Traffic detours and haul routes;
- Hours of operation;
- Protective devices and warning signs; and
- Access to abutting properties.

C-3 The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☒ **Significant** ☐ Not Significant

For those impacts that are found to be significant, the following additional finding is made:

☒ **Changes or alterations have been incorporated into the project that avoid or lessen the effect.**

☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

☐ Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

The impacts(s) subsequent to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – It is anticipated that construction work may temporarily reduce the capacity of, and cause delays to, the traffic flow along Wilshire Boulevard. The City and County of Los Angeles would be required to prepare and implement a

Traffic Management Plan that would best serve the mobility and safety needs of the motoring public, construction workers, businesses, and community, as well as facilitate the flow of automobile and pedestrian traffic during construction. The plan would consist of a temporary traffic control plan that addresses both the transportation operations and public information components. In order to minimize the traffic impacts to the extent possible, several mitigation measures will need to be implemented along the project corridor to help mitigate the temporary construction impact to traffic and the adjacent businesses. Some of these measures include traffic control devices and possibly flagmen and/or traffic officers, frequent street sweeping, and the implementation of diversions/detours to facilitate traffic flow throughout the construction zones. In addition, a Construction Phasing and Staging Plan would be required to control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time. The goal of the construction phasing plan would be to maximize the work area under construction while minimizing the inconvenience to the businesses and motoring public. The project would be required to comply with the Holiday Moratorium, which prohibits construction work from November 15 through January 2.

A minimum of one-week advance notice would be provided to individual owners (businesses and residences), owner's agents, and tenants of buildings adjacent to work-site before impairing access to those buildings and use of adjacent public ways or prohibiting stopping and parking of vehicles. Additionally, temporary special signs would be used to mitigate the effects of construction on businesses by informing customers that merchants and other businesses are open and to provide special access directions if warranted. A minimum 3-foot pedestrian access along sidewalks would be maintained at all times.

Public awareness strategies include various methods to educate and reach out to the public, businesses, and the community concerning the project and work zone. The public component piece of the Traffic Management Plan may include organizing and hosting project briefings for area residents, local workforce, commuters and business owners; consultation with area homeowner associations, neighborhood councils, and Business Improvement Districts (BID); responding to telephone calls and e-mails; design and distribution of a project brochure; issuing construction notices to inform public of construction schedules; attending weekly construction progress meetings and reporting community concerns; working closely with affected Council Districts, as well as the Mayor's Los Angeles Business Team to mitigate concerns; issuing news releases to local media to inform public of traffic impacts: and, developing and managing a project website and/or telephone hotline.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

2) Impact C2: Exposure to air pollutant emissions during project construction.

a. *Description of Project Impacts* – Criteria pollutant emissions during project construction would result in a less-than-significant regional air quality impact.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Construction of the project as proposed under either Alternative A-1 or A-2 has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile-source emissions, primarily NO_X, would result from the use of construction equipment. However, criteria pollutant emissions would be less than the applicable SCAQMD significance thresholds, and as such, would result in a less-than-significant regional air quality impact.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

3) Impact C3: Exposure to noise levels in excess of applicable standards during project construction.

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would increase noise temporarily along the corridor during construction. Noise during construction would primarily be generated from construction equipment. Although a less-than-significant impact would occur, noise control measures are recommended during construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors.

b. *Proposed Mitigation* – Although construction noise would be temporary and limited to the duration of project construction, Mitigation Measures N-1 through N-4 identified in Section 7.4 above may be incorporated into the project contract specifications to minimize construction noise impacts. These noise control measures would help in reducing the annoyance of high noise levels at adjacent noise-sensitive land uses to the extent practicable during construction.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – As discussed in Section 7.4 above, under either Alternative A-1 or A-2, assuming an average noise level of 89 dBA (at 50 feet distance from roadway centerline) during excavation activities for roadway reconstruction of the curb lanes, noise levels would temporarily increase by more than 15 decibels from the typical ambient daytime noise levels measured in the project area. Under Alternative A-2, construction noise impacts would not occur west of the City of Beverly Hills since the bus lanes would only extend between South Park View Street and San Vicente Boulevard. However, noise impacts from Western Avenue to Fairfax Avenue would be extended from Western Avenue to San Vicente Boulevard and from Western Avenue to Hoover Street under Alternative A-2 due to the additional resurfacing/reconstruction of the curb lanes. Although the increases in noise levels would be substantial, the increases would be intermittent and temporary during daytime hours as permitted by the City's Noise Ordinance (i.e., 7:00 a.m. to 9:00 p.m. during weekdays, and 8:00 a.m. to

6:00 p.m. on Saturdays). Therefore, it is unlikely that significant impacts on noise-sensitive uses or activities would occur.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

4) **Impact C4: Exposure to excessive groundborne vibration or groundborne noise levels during project construction.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in groundborne vibration or groundborne noise impacts as a result of construction activities and projected operational conditions. Vibratory compactors or rollers, pile drivers and pavement breakers can generate perceptible vibration. Heavy trucks can also generate groundborne vibration, which vary depending on vehicle type, weight, and pavement conditions.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – Vibration levels due to construction activity at nearby sensitive receptors would be temporary and would be well below the significance criteria of 0.2 inches per second Peak Particle Velocity; thus, construction vibration and groundborne noise impacts would be less than significant.

e. *Reference* – Revised Final EIR/EA Sections 5.2.3 and 5.2.4

7.9 Cumulative Effects

1) **Impact CE1: Cumulative impacts related to traffic.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in regionally beneficial cumulative impacts on traffic circulation. However, the project as proposed under either Alternative A-1 or A-2 would also result in cumulatively significant localized traffic impacts under CEQA.

b. *Proposed Mitigation* – Please refer to Mitigation Measure T-1 identified in Section 7.1 above.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☒ **Significant** ☐ Not Significant

For those impacts that are found to be significant, the following additional finding is made:

☐ Changes or alterations have been incorporated into the project that avoid or lessen the effect.

☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

☒ **Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.**

The impacts(s) subsequent to mitigation is/are found to be:

☒ **Significant** ☐ Not Significant

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 would result in significant and unavoidable impacts related to the exceedance of LOS criteria for multiple intersections in both years 2012 and 2020. Under Alternative A-1, six intersections within the project study area are forecast to remain significantly affected under 2012 project conditions because no feasible mitigation measures could be identified. In addition, seven intersections are forecast to remain significantly affected under 2020 project conditions because no feasible mitigation measures could be identified. Under Alternative A-2, four intersections within the project study area are forecast to remain significantly affected under 2012 project conditions because no feasible mitigation measures could be identified. In addition, five intersections are forecast to remain significantly affected under 2020 project conditions because no feasible mitigation measures could be identified. As a result of the significant and unavoidable impacts to these local intersections, the project as proposed under either Alternative A-1 or A-2 would also result in significant and unavoidable cumulative impacts in terms of localized traffic circulation at these intersections.

e. *Reference* – Revised Final EIR/EA Section 6.1

2) Impact CE2: Cumulative impacts related to air quality.

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would result in cumulatively beneficial air quality impacts. Less-than-significant cumulative impacts related to criteria pollutants and GHGs would result.

b. *Proposed Mitigation* – Please refer to Mitigation Measures AQ-1 through AQ-4 identified in Section 7.2 above.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – The implementation of public transit projects, such as the project as proposed under either Alternative A-1 or A-2, would enhance the efficiency of existing transit services and help to remove vehicles from roadways and freeways, decreasing the VMT and the usage of fuels. Lower automobile VMT corresponds to a reduction of criteria pollutant emissions from the vehicles. The project as proposed under either Alternative A-1 or A-2 would result in a net cumulative beneficial effect to regional air quality resulting from the increased transit ridership and the anticipated reduction in automobile use.

The project as proposed under either Alternative A-1 or A-2 would contribute to the implementation of the adopted Air Quality Management Plan. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. The project as proposed under either Alternative A-1 or A-2 would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.

In addition, the mass regional emissions calculated for the project as proposed under either Alternative A-1 or A-2 would not exceed applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant.

Moreover, the project as proposed under Alternatives A-1 and A-2 would serve to reduce GHG emissions, in comparison to existing conditions, by improving existing traffic circulation and relieving existing local congestion. Implementation of prescribed mitigation measures during construction would further reduce GHG emissions under either Alternative A-1 or A-2. As such, the project as proposed under either Alternative A-1 or A-2 would not conflict with the State's goal of reducing GHG emissions to 1990 levels by 2020. Impacts relative to GHG emissions and climate change would be less than significant. Accordingly, the contribution of the project as proposed under either Alternative A-1 or A-2 to climate change/worldwide GHG emissions would be less than significant.

e. *Reference* – Revised Final EIR/EA Section 6.1

3) Impact CE3: Cumulative impacts related to cultural resources.

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would not require construction activities that would result in the potential for subsurface cultural resources to be disturbed. Accordingly, the project as proposed under either Alternative A-1 or A-2 would result in less-than-significant impacts.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – No surficial prehistoric or historic archaeological sites or features were identified in the study area. Further, no impacts on historic properties or historical resources were identified. Therefore, the project as proposed under either Alternative A-1 or A-2 would not contribute to cumulative impacts in these categories.

e. *Reference* – Revised Final EIR/EA Section 6.1

4) Impact CE4: Cumulative impacts related to noise.

a. *Description of Project Impacts* – To implement the project as proposed under either Alternative A-1 or A-2, curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by street widening. These project elements, however, would not require major construction work, and construction vibration and groundborne noise impacts would be less than significant.

b. *Proposed Mitigation* – Please refer to Mitigation Measure N-1 through N-4 identified in Section 7.4 above.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 would increase noise temporarily along the corridor during construction. Noise during construction would primarily be generated from construction equipment. Although a less-than-significant impact would occur, noise control measures are recommended during construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors. According to the traffic noise modeling results during project operation, the project as proposed under either Alternative A-1 or A-2 would not cause an exceedance of City of Los Angeles or County of Los Angeles noise standards or materially worsen an existing standard violation and, as such, would not result in a significant cumulative noise impact.

e. *Reference* – Revised Final EIR/EA Section 6.1

5) Impact CE5: Cumulative impacts related to land use.

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would include general improvements to portions of Wilshire Boulevard. Proposed improvements under either Alternative A-1 or A-2 would include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. The project as proposed under either Alternative A-1 or A-2 would not result in any land use impacts.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – A series of general improvements would be made to Wilshire Boulevard, including the conversion of existing curb lanes to bus lanes and the

upgrading of the existing transit signal priority system. These project elements, however, would not require major construction work. The project as proposed under either Alternative A-1 or A-2 would not result in divisions of existing communities or significant conflicts with any applicable land use plan, policy, regulation, habitat conservation plan, or natural community conservation plan. In addition, the project as proposed under either Alternative A-1 or A-2 would not result in any land use compatibility conflicts, which could have the potential to result in significant changes to the existing land use pattern. Therefore, there are no cumulative impacts to local land use plans or policies resulting from the project as proposed under either Alternative A-1 or A-2.

e. *Reference* – Revised Final EIR/EA Section 6.1

6) **Impact CE6: Cumulative impacts related to aesthetics, particularly regarding the loss of trees.**

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. The segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues under Alternative A-1, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds. Since the bus lanes under Alternative A-2 would only extend to San Vicente Boulevard, this alternative would avoid impacts to the jacaranda trees in the existing median west of Sepulveda Boulevard.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – The proposed improvements under either Alternative A-1 or A-2 would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping. This would ensure a less-than-significant cumulative impact would occur relative to potential impacts to the visual character of the project site.

e. *Reference* – Revised Final EIR/EA Section 6.1

7) **Impact CE7: Cumulative impacts related to biological resources, particularly regarding the loss of trees.**

a. *Description of Project Impacts* –The segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues under Alternative A-1, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. Since the bus lanes under Alternative A-2 would only extend to San Vicente Boulevard, this alternative would avoid impacts to the jacaranda trees in the existing median west of Sepulveda Boulevard.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ **Significant** ☒ Not Significant

d. *Rationale* – The jacaranda trees between Bonsall and Federal Avenues are ornamental and would not provide suitable habitat for migratory birds. Therefore, no cumulative impacts related to conflicts with local policies or ordinances would occur.

e. *Reference* – Revised Final EIR/EA Section 6.1

7.10 Irreversible and Irretrievable Commitment of Resources Effects

a. *Description of Project Impacts* – The construction and implementation of the project as proposed under either Alternative A-1 or A-2 would entail the irreversible and irretrievable commitment of some energy and human resources, including labor required for the planning, design, construction and operation of the project.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The construction and implementation of the project as proposed under either Alternative A-1 or A-2 would entail the irreversible and irretrievable commitment of the following resources:

- Consumption of nonrenewable energy resources as a result of operation and maintenance of the proposed transportation improvements, even if energy rates do not exceed existing use rates;

- Commitment of natural resources during minor construction activities associated with the project as proposed under either Alternative A-1 or A-2, including the consumption of fossil fuels and the use of construction materials, and

- Removal of a maximum of 30 small jacaranda trees in the median of Wilshire Boulevard between I-405 and Federal Avenue during construction of the project under Alternative A-1. However, Alternative A-1 would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping to ensure that new street trees are planted, wherever feasible, to replace those removed during construction.

However, implementation of public transit improvement projects, such as the project as proposed under either Alternative A-1 or A-2, would help remove vehicles from roadways and freeways, easing the increase in vehicle miles

traveled (VMT) and the usage of fuels. The project as proposed under either Alternative A-1 or A-2 would result in less energy consumption and, as such, would result in a beneficial energy impact.

e. *Reference* – Revised Final EIR/EA Section 6.3

7.11 Growth Inducement Effects

a. *Description of Project Impacts* – The project as proposed under either Alternative A-1 or A-2 would not spur new regional growth in terms of population or employment and would not result in significant growth-inducing impacts.

b. *Proposed Mitigation* – None required.

c. *Finding* – The impact(s) prior to mitigation is/are found to be:

☐ Significant ☒ **Not Significant**

d. *Rationale* – The project as proposed under either Alternative A-1 or A-2 is a transportation enhancement project aimed at improving the efficiency of an existing transit system; it is not a significant new development project. In addition, the project as proposed under either Alternative A-1 or A-2 involves minimal construction activities and is not anticipated to create a significant number of permanent jobs. Accordingly, the project would not result in significant growth-inducing impacts.

e. *Reference* – Revised Final EIR/EA Section 6.4

8.0 Statement of Overriding Considerations

This section provides the rationale to support a determination by LACMTA, as lead agency under CEQA, that the benefits of the project as proposed under either Alternative A-1 or A-2 outweigh the significant unavoidable environmental effects that have been anticipated to occur. This discussion, which is required by Section 15093 of the CEQA Guidelines, is organized into two subsections. In the first subsection, the significant unavoidable effects are identified, and in the second subsection, the reasons in support of the determination are presented.

8.1 Significant Unavoidable Impacts

The project as proposed under either Alternative A-1 or A-2 would result in adverse traffic impacts that may not be avoided or mitigated. These significant unavoidable traffic impacts are identified below.

As discussed in Section 5.2.3 of the Revised Final EIR/EA, the following six intersections are forecast to remain significantly affected under 2012 project conditions under Alternative A-1 because no feasible mitigation measures that would fully reduce impacts to less-than-significant levels could be identified:

- Bundy Drive/Wilshire Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following seven intersections are forecast to remain significantly affected under 2020 project conditions under Alternative A-1 because no feasible mitigation measures that would fully reduce impacts to less-than-significant levels could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

As discussed in Section 5.2.4 of the Revised Final EIR/EA, the following five intersections are forecast to remain significantly affected under 2012 project conditions under Alternative A-2 because no feasible mitigation measures that would fully reduce impacts to less-than-significant levels could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following three intersections are forecast to remain significantly affected under 2020 project conditions under Alternative A-2 because no feasible mitigation measures that would fully reduce impacts to less-than-significant levels could be identified:

- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard

For Years 2012 and 2020, a total of eight intersections are forecast to remain significantly affected after mitigation under Alternative A-1, and a total of six intersections are forecast to remain significantly affected after mitigation under Alternative A-2. As a result of the significant and unavoidable impacts to these local intersections within the project study area, the project as proposed under either Alternative A-1 or A-2 would also result in significant

and unavoidable cumulative impacts in terms of localized traffic circulation at these intersections.

8.2 Determination

The LACMTA has determined that the overall benefits of the Wilshire BRT Project as proposed under either Alternative A-1 or A-2 outweigh and override the significant unavoidable traffic impacts at the intersections identified above. It should be noted that most of the delays at the intersections would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low and triggers a significant local impact resulting from delays as low as 2.5 seconds. Under Alternative A-1, delays of over 15 seconds would occur at only 2 of the 74 intersections in 2012 and 2020 (Bundy Drive at Wilshire Boulevard and Fairfax Avenue at Wilshire Boulevard. Under Alternative A-2, a delay of over 15 seconds would occur at only 1 of the 74 intersections in 2012 and 2020 (Fairfax Avenue at Wilshire Boulevard).

As stated previously, the Revised Final EIR/EA determined the refinements to Alternative A, Alternatives A-1 and A-2, to be equally feasible. Also, the project, as proposed under either Alternative A-1 or A-2, would only result in significant and unavoidable impacts with respect to localized traffic impacts at certain intersections. Alternative A-2 was identified as the environmentally superior alternative because it would have lesser overall impacts than Alternative A-1; however, Alternative A-1, would more fully meet the goals and objectives of the project and provide greater benefits than Alternative A-2. Accordingly, Alternative A-1 has been selected by the LACMTA Board as the preferred alternative.

The reasons supporting this determination are as follows:

- Bus lanes are a key attribute of Bus Rapid Transit. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety.

- The Wilshire BRT Project would improve bus passenger travel times by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment between South Park View Street to the east and Centinela Avenue to the west.

- The Wilshire BRT Project would improve bus service reliability by separating buses from the already high levels of traffic congestion and intersection delays experienced along the corridor. By providing bus lanes during the peak periods when traffic is at its worst, travel times would remain relatively constant due to the bus lanes' separation from mixed-flow traffic.

- The Wilshire BRT Project would improve traffic flow along Wilshire Boulevard.

- Reconstruction of the curb lanes along damaged portions of Wilshire Boulevard would allow their effective use by buses during peak periods and by both buses and automobiles during non-peak periods to improve traffic flow along Wilshire Boulevard. This improvement would allow the curb lanes to be better utilized, help keep buses and autos moving along the corridor without the need to slow down significantly for large potholes, improve safety by reducing the need for vehicles to change lanes, avoid damage to transit vehicles and autos, and provide Metro riders with a much more pleasant transit

experience. This improvement, in combination with the other project improvements, would assure the corridor's immediate and long-term success as a major transit facility.

- The improved bus passenger travel times and bus service reliability would encourage a shift from automobile use to public transit by continuing to attract new transit riders.

- The Wilshire BRT Project would improve air quality in Los Angeles County with the reduction in mobile source emissions resulting from a mode shift from automobile use to bus use.

- Beyond the Wilshire corridor, the Wilshire BRT Project would be expected to result in a beneficial effect on traffic in the metropolitan Los Angeles, particularly within the Mid-City and Westside areas, through the increased efficiency and public utilization of the Wilshire BRT system.

- The Wilshire BRT Project would increase person-throughput with the implementation of bus lanes as compared to mixed-flow curb lanes. Currently, the curb lanes can carry a maximum of 800 cars per lane per hour. With the correct average occupancy of 1.32 persons per car, the existing total person throughput with cars is 1,056 persons per lane per hour. When converted to bus lanes, the curb lanes would carry approximately 30 buses per lane per hour. The average passenger load is approximately 50 persons per bus during peak hours for the popular Metro Rapid Lines 720 and Local Line 20 on Wilshire Boulevard. This would yield 1,500 persons per lane per hour for buses in each curbside bus lane. The person throughput with bus lanes (1,500) is, therefore, superior to that of mixed-flow lanes (1,056) during peak hours. This does not incorporate expected increases in bus ridership on Wilshire Boulevard after the bus lanes are implemented, which would further improve the bus lanes' person throughput. Person throughput could potentially increase anywhere from 1,725 to 1,800 persons per lane per hour for buses in each curbside bus lane.

- The Wilshire BRT Project would improve safety by reducing merge conflicts between buses and mixed-flow vehicles and by reducing the two highest causes of accidents, which involve cars hitting buses while at a bus stop or while trying to get around them.

Therefore, despite localized traffic impacts, within the larger context of the Wilshire corridor and the City of Los Angeles, the economic, legal, social, technological, and other benefits of the project as proposed under either Alternative A-1 or A-2 outweigh its significant unavoidable environmental effects.