Appendix K1
LAX SPECIFIC PLAN AMENDMENT STUDY

On-Airport Transportation

July 2012

Prepared for:

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Attachments

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Attachment 1
Baseline Curbside Worksheets

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	335	1.3	25	192	7	175	52%	3	IB	323	132	1592	0.26	0.20
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	36	2	50	24%	3	IE	80	44	1837	0.12	0.04
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	36	2	50	25%	3	IG	80	43	1837	0.13	0.04
Terminal 3	POV/Limo	POV/Limo	Inner	470	1.3	25	49	3	75	16%	3	II	90	40	1918	0.08	0.05
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	285	10	250	65%	3	IK	340	55	1510	0.32	0.23
Terminal 4	POV/Limo	POV/Limo	Inner	523	1.3	25	216	7	175	33%	3	IN	330	114	1755	0.17	0.19
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	99	5	125	61%	3	IP	160	62	1510	0.31	0.11
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	192	7	175	52%	3	IQ	235	43	1592	0.26	0.15
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	269	9	225	55%	3	IT	385	117	1592	0.28	0.24
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	71	4	120	103%	3	IC	323	252	1183	0.52	0.27
Terminal 2	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IG	80	9	1020	0.60	0.08
Terminal 3	Orange Zone	Shared Ride	Outer	90	1.3	30	71	4	120	133%	3	II	90	19	938	0.67	0.10
TBIT	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IJ	12	-59	1020	0.60	0.01
Terminal 4	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IN	330	259	1020	0.60	0.32
Terminal 5	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IP	160	89	1020	0.60	0.16
Terminal 6	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IR	267	196	1020	0.60	0.26
Terminal 7	Orange Zone	Shared Ride	Outer	100	1.3	30	71	4	120	120%	3	IT	385	314	1020	0.60	0.38
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	22	3	150	103%	6	LD	2487	2465	4303	0.79	0.58
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	139	0.8	50	40	2	100	72%	6	LC	2517	2477	4827	0.55	0.52
	Red Zone	Hotel/Courtesty	Outer	112		40	172	5	200	179%	6	LF	2736	2564	3081	1.37	0.89
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	90	2	100	98%	6	LE	2412	2322	4478	0.75	0.54
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	179		50	22	3	150	84%	5	LL	2581	2559	3693	0.64	0.70
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	40	2	100	68%	6	LG	2654	2614	5002	0.52	0.53
	Red Zone	Hotel/Courtesty	Outer	110		40	172	5	200	182%	6	LH	2654	2482	2906	1.40	0.91
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	88	0.5	50	90	2	100	114%	6	LJ	2643	2553	4129	0.87	0.64
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	22	3	150	115%	5	LQ	2243	2221	3259	0.89	0.69
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	40	2	100	76%	5	LM	2635	2595	3837	0.58	0.69
	Red Zone	Hotel/Courtesty	Outer	45		40	172	5	200	444%	5	LP	2243	2071	348	3.42	6.45
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	120	0.5	50	90	2	100	83%	4	LR	2030	1940	2307	0.64	0.88
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	22	3	150	83%	4	LV	1666	1644	2307	0.64	0.72
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	142	0.8	50	40	2	100	70%	4	LS	2108	2068	2418	0.54	0.87
	Red Zone	Hotel/Courtesty	Outer	145		40	172	5	200	138%	4	LW	2005	1833	1748	1.06	1.15
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	90	2	100	78%	4	LT	1780	1690	2418	0.60	0.74
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	136		50	22	3	150	110%	4	LX	1722	1700	1972	0.85	0.87
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	40	2	100	122%	4	LW	2005	1965	1860	0.94	1.08
	Red Zone	Hotel/Courtesty	Outer	68		40	172	5	200	294%	4	LAB	1746	1574	430	2.26	4.06
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	108	0.5	50	90	2	100	93%	4	LAA	1521	1431	2195	0.71	0.69
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	90		50	22	3	150	167%	5	LAE	1878	1856	2535	1.28	0.74
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	74	0.8	50	40	2	100	135%	5	LAC	1878	1838	2969	1.04	0.63
	Red Zone	Hotel/Courtesty	Outer	63		40	172	5	200	317%	5	LAE	1878	1706	997	2.44	1.88
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	144	0.5	50	90	2	100	69%	5	LAD	1878	1788	3982	0.53	0.47
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	71		50	22	3	150	211%	5	LAI	1465	1443	1907	1.63	0.77
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	40	2	100	100%	5	LAF	1641	1601	3403	0.77	0.48
	Red Zone	Hotel/Courtesty	Outer	92		40	172	5	200	217%	5	LAG	1641	1469	1907	1.67	0.86
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	126	0.5	50	90	2	100	79%	5	LAH	1641	1551	3837	0.61	0.43

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	144		50	22	3	150	104%	5	LAN	1465	1443	3403	0.80	0.43
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	40	2	100	103%	5	LAK	1601	1561	3403	0.79	0.47
	Red Zone	Hotel/Courtesty	Outer	106		40	172	5	200	189%	5	LAL	1567	1395	2246	1.45	0.70
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	90	2	100	78%	5	LAM	1531	1441	3837	0.60	0.40

Assumed that outer Wide curbside lane as one lane

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	335	1.3	25	192	7	175	52%	3	IB	323	132	1592	0.26	0.20
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	36	2	50	24%	3	IE	151	115	1837	0.12	0.08
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	36	2	50	25%	3	IG	151	114	1837	0.13	0.08
Terminal 3	POV/Limo	POV/Limo	Inner	470	1.3	25	49	3	75	16%	3	II	161	111	1918	0.08	0.08
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	285	10	250	65%	3	IK	411	126	1510	0.32	0.27
Terminal 4	POV/Limo	POV/Limo	Inner	523	1.3	25	216	7	175	33%	3	IN	401	185	1755	0.17	0.23
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	99	5	125	61%	3	IP	231	133	1510	0.31	0.15
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	192	7	175	52%	3	IQ	306	114	1592	0.26	0.19
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	269	9	225	55%	3	IT	456	188	1592	0.28	0.29
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	71	4	120	103%	3	IC	323	252	1183	0.52	0.27
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IG	151	80	1020	0.60	0.15
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	71	4	120	133%	3	II	161	90	938	0.67	0.17
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IJ	83	12	1020	0.60	0.08
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IN	401	330	1020	0.60	0.39
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IP	231	160	1020	0.60	0.23
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IR	338	267	1020	0.60	0.33
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	71	4	120	120%	3	IT	456	385	1020	0.60	0.45
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	22	3	150	103%	6	LD	2424	2402	4303	0.79	0.56
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	139	0.8	50	40	2	100	72%	6	LC	2454	2414	4827	0.55	0.51
	Red Zone	Hotel/Courtesty	Outer	112		40	172	5	200	179%	6	LF	2602	2430	3081	1.37	0.84
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	102	1	50	27	2	100	98%	6	LE	2350	2322	4478	0.75	0.52
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	179		50	22	3	150	84%	5	LL	2447	2425	3693	0.64	0.66
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	40	2	100	68%	6	LG	2520	2480	5002	0.52	0.50
	Red Zone	Hotel/Courtesty	Outer	110		40	172	5	200	182%	6	LH	2520	2348	2906	1.40	0.87
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	88	1	50	27	2	100	114%	6	LJ	2509	2482	4129	0.87	0.61
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	22	3	150	115%	5	LQ	2110	2088	3259	0.89	0.65
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								

Appendix K1 Attachment 1

Arrivals Level Baseline (2009) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	40	2	100	76%	5	LM	2502	2462	3837	0.58	0.65
	Red Zone	Hotel/Courtesty	Outer	45		40	172	5	200	444%	5	LP	2110	1938	348	3.42	6.06
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	120	1	50	27	2	100	83%	5	LR	1896	1869	3693	0.64	0.51
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	22	3	150	83%	5	LV	1532	1510	3693	0.64	0.41
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	142	0.8	50	40	2	100	70%	5	LS	1974	1934	3837	0.54	0.51
	Red Zone	Hotel/Courtesty	Outer	145		40	172	5	200	138%	5	LW	1872	1700	2969	1.06	0.63
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	129	1	50	27	2	100	78%	5	LT	1646	1619	3837	0.60	0.43
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	136		50	22	3	150	110%	5	LX	1588	1566	3259	0.85	0.49
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	40	2	100	122%	5	LW	1872	1832	3114	0.94	0.60
	Red Zone	Hotel/Courtesty	Outer	68		40	172	5	200	294%	5	LAB	1612	1440	1123	2.26	1.44
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	108	1	50	27	2	100	93%	5	LAA	1387	1360	3548	0.71	0.39
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	90		50	22	3	150	167%	5	LAE	1744	1722	2535	1.28	0.69
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	74	0.8	50	40	2	100	135%	5	LAC	1744	1704	2969	1.04	0.59
	Red Zone	Hotel/Courtesty	Outer	63		40	172	5	200	317%	5	LAE	1744	1572	997	2.44	1.75
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	144	1	50	27	2	100	69%	5	LAD	1744	1717	3982	0.53	0.44
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	71		50	22	3	150	211%	5	LAI	1331	1309	1907	1.63	0.70
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	40	2	100	100%	5	LAF	1507	1467	3403	0.77	0.44
	Red Zone	Hotel/Courtesty	Outer	92		40	172	5	200	217%	5	LAG	1507	1335	1907	1.67	0.79
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	126	1	50	27	2	100	79%	5	LAH	1507	1480	3837	0.61	0.39

Appendix K1 Attachment 1

Arrivals Level Baseline (2009) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	144		50	22	3	150	104%	5	LAN	1331	1309	3403	0.80	0.39
		Flyaway	Outer		2.5	50	8	1	50								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	10	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	40	2	100	103%	5	LAK	1467	1427	3403	0.79	0.43
	Red Zone	Hotel/Courtesty	Outer	106		40	172	5	200	189%	5	LAL	1433	1261	2246	1.45	0.64
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	128	1	50	27	2	100	78%	5	LAM	1397	1370	3837	0.60	0.36

Appendix K1 Attachment 1

Arrivals Level Baseline (2009) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	335	1.3	25	180	6	150	45%	3	IB	238	58	1673	0.22	0.14
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	33	2	50	24%	3	IE	73	40	1837	0.12	0.04
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	33	2	50	25%	3	IG	75	41	1837	0.13	0.04
Terminal 3	POV/Limo	POV/Limo	Inner	470	1.3	25	43	3	75	16%	3	II	81	37	1918	0.08	0.04
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	265	9	225	58%	3	IK	315	50	1592	0.29	0.20
Terminal 4	POV/Limo	POV/Limo	Inner	523	1.3	25	202	7	175	33%	3	IN	313	111	1755	0.17	0.18
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	92	5	125	61%	3	IP	151	60	1510	0.31	0.10
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	178	6	150	44%	3	IQ	218	40	1673	0.22	0.13
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	253	9	225	55%	3	IT	366	113	1592	0.28	0.23
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	238	238	2000	0.00	0.12
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	75	75	2000	0.00	0.04
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	81	81	2000	0.00	0.04
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	12	12	2000	0.00	0.01
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	313	313	2000	0.00	0.16
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	151	151	2000	0.00	0.08
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	250	250	2000	0.00	0.12
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	366	366	2000	0.00	0.18
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	4	1	50	34%	6	LD	2376	2372	5526	0.26	0.43
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	139	0.8	50	43	2	100	72%	6	LC	2406	2363	4827	0.55	0.50
	Red Zone	Hotel/Courtesty	Outer	112		40	172	5	200	179%	6	LF	2540	2368	3081	1.37	0.82
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	90	2	100	98%	6	LE	2302	2212	4478	0.75	0.51
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	179		50	4	1	50	28%	5	LL	2390	2386	4561	0.21	0.52
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	43	2	100	68%	6	LG	2465	2422	5002	0.52	0.49
	Red Zone	Hotel/Courtesty	Outer	110		40	172	5	200	182%	6	LH	2465	2293	2906	1.40	0.85
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	88	0.5	50	90	2	100	114%	6	LJ	2452	2362	4129	0.87	0.59
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	4	1	50	38%	5	LQ	2078	2074	4416	0.30	0.47
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	43	2	100	76%	5	LM	2441	2398	3837	0.58	0.64
	Red Zone	Hotel/Courtesty	Outer	45		40	172	5	200	444%	5	LP	2078	1906	348	3.42	5.97
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	120	0.5	50	90	2	100	83%	5	LR	1864	1774	3693	0.64	0.50
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	4	1	50	28%	5	LV	1520	1516	4561	0.21	0.33
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	142	0.8	50	43	2	100	70%	5	LS	1933	1890	3837	0.54	0.50
	Red Zone	Hotel/Courtesty	Outer	145		40	172	5	200	138%	5	LW	1836	1664	2969	1.06	0.62
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	90	2	100	78%	5	LT	1629	1539	3837	0.60	0.42
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	136		50	4	1	50	37%	5	LX	1569	1565	4416	0.28	0.36
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	43	2	100	122%	5	LW	1836	1793	3114	0.94	0.59
	Red Zone	Hotel/Courtesty	Outer	68		40	172	5	200	294%	5	LAB	1576	1404	1123	2.26	1.40
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	108	0.5	50	90	2	100	93%	5	LAA	1368	1278	3548	0.71	0.39
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	90		50	4	1	50	56%	5	LAE	1701	1697	4127	0.43	0.41
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	74	0.8	50	43	2	100	135%	5	LAC	1701	1658	2969	1.04	0.57
	Red Zone	Hotel/Courtesty	Outer	63		40	172	5	200	317%	5	LAE	1701	1529	997	2.44	1.71
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	144	0.5	50	90	2	100	69%	5	LAD	1701	1611	3982	0.53	0.43
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	71		50	4	1	50	70%	5	LAI	1302	1298	3837	0.54	0.34
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	43	2	100	100%	5	LAF	1472	1429	3403	0.77	0.43
	Red Zone	Hotel/Courtesty	Outer	92		40	172	5	200	217%	5	LAG	1472	1300	1907	1.67	0.77
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	126	0.5	50	90	2	100	79%	5	LAH	1472	1382	3837	0.61	0.38

Appendix K1 Attachment 1

Arrivals Level Baseline (2009) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	144		50	4	1	50	35%	5	LAN	1298	1294	4416	0.27	0.29
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	43	2	100	103%	5	LAK	1434	1391	3403	0.79	0.42
	Red Zone	Hotel/Courtesty	Outer	106		40	172	5	200	189%	5	LAL	1400	1228	2246	1.45	0.62
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	90	2	100	78%	5	LAM	1364	1274	3837	0.60	0.36

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	335	1.3	25	180	6	150	45%	3	IB	238	58	1673	0.22	0.14
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	33	2	50	24%	3	IE	73	40	1837	0.12	0.04
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	33	2	50	25%	3	IG	75	41	1837	0.13	0.04
Terminal 3	POV/Limo	POV/Limo	Inner	470	1.3	25	43	3	75	16%	3	II	81	37	1918	0.08	0.04
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	265	9	225	58%	3	IK	315	50	1592	0.29	0.20
Terminal 4	POV/Limo	POV/Limo	Inner	523	1.3	25	202	7	175	33%	3	IN	313	111	1755	0.17	0.18
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	92	5	125	61%	3	IP	151	60	1510	0.31	0.10
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	178	6	150	44%	3	IQ	218	40	1673	0.22	0.13
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	253	9	225	55%	3	IT	366	113	1592	0.28	0.23
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	238	238	2000	0.00	0.12
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	75	75	2000	0.00	0.04
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	81	81	2000	0.00	0.04
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	12	12	2000	0.00	0.01
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	313	313	2000	0.00	0.16
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	151	151	2000	0.00	0.08
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	250	250	2000	0.00	0.12
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	366	366	2000	0.00	0.18
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	4	1	50	34%	6	LD	2309	2305	5526	0.26	0.42
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	139	0.8	50	43	2	100	72%	6	LC	2339	2296	4827	0.55	0.48
	Red Zone	Hotel/Courtesty	Outer	112		40	172	5	200	179%	6	LF	2472	2300	3081	1.37	0.80
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	102	1	50	23	1	50	49%	6	LE	2235	2212	5351	0.38	0.42
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	179		50	4	1	50	28%	5	LL	2323	2319	4561	0.21	0.51
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	43	2	100	68%	6	LG	2398	2355	5002	0.52	0.48
	Red Zone	Hotel/Courtesty	Outer	110		40	172	5	200	182%	6	LH	2398	2226	2906	1.40	0.83
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	88	1	50	23	1	50	57%	6	LJ	2385	2362	5177	0.44	0.46
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	4	1	50	38%	5	LQ	2010	2006	4416	0.30	0.46
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	43	2	100	76%	5	LM	2374	2331	3837	0.58	0.62
	Red Zone	Hotel/Courtesty	Outer	45		40	172	5	200	444%	5	LP	2010	1838	348	3.42	5.78
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	120	1	50	23	1	50	42%	5	LR	1797	1774	4271	0.32	0.42
TBIT																	

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	4	1	50	28%	5	LV	1453	1449	4561	0.21	0.32
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	142	0.8	50	43	2	100	70%	5	LS	1866	1823	3837	0.54	0.49
	Red Zone	Hotel/Courtesty	Outer	145		40	172	5	200	138%	5	LW	1768	1596	2969	1.06	0.60
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	129	1	50	23	1	50	39%	5	LT	1562	1539	4416	0.30	0.35
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	136		50	4	1	50	37%	5	LX	1502	1498	4416	0.28	0.34
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	43	2	100	122%	5	LW	1768	1725	3114	0.94	0.57
	Red Zone	Hotel/Courtesty	Outer	68		40	172	5	200	294%	5	LAB	1509	1337	1123	2.26	1.34
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	108	1	50	23	1	50	46%	5	LAA	1301	1278	4271	0.36	0.30
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	90		50	4	1	50	56%	5	LAE	1633	1629	4127	0.43	0.40
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	74	0.8	50	43	2	100	135%	5	LAC	1633	1590	2969	1.04	0.55
	Red Zone	Hotel/Courtesty	Outer	63		40	172	5	200	317%	5	LAE	1633	1461	997	2.44	1.64
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	144	1	50	23	1	50	35%	5	LAD	1633	1611	4416	0.27	0.37
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	71		50	4	1	50	70%	5	LAI	1235	1231	3837	0.54	0.32
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	43	2	100	100%	5	LAF	1405	1362	3403	0.77	0.41
	Red Zone	Hotel/Courtesty	Outer	92		40	172	5	200	217%	5	LAG	1405	1233	1907	1.67	0.74
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	126	1	50	23	1	50	40%	5	LAH	1405	1382	4416	0.31	0.32
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	144		50	4	1	50	35%	5	LAN	1231	1227	4416	0.27	0.28
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	43	2	100	103%	5	LAK	1367	1324	3403	0.79	0.40
	Red Zone	Hotel/Courtesty	Outer	106		40	172	5	200	189%	5	LAL	1332	1160	2246	1.45	0.59
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	23	1	50	39%	5	LAM	1296	1274	4416	0.30	0.29

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	335	1.3	25	180	6	150	45%	3	IB	238	58	1673	0.22	0.14
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	33	2	50	24%	3	IE	73	40	1837	0.12	0.04
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	33	2	50	25%	3	IG	75	41	1837	0.13	0.04
Terminal 3	POV/Limo	POV/Limo	Inner	470	1.3	25	43	3	75	16%	3	II	81	37	1918	0.08	0.04
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	265	9	225	58%	3	IK	315	50	1592	0.29	0.20
Terminal 4	POV/Limo	POV/Limo	Inner	523	1.3	25	202	7	175	33%	3	IN	313	111	1755	0.17	0.18
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	92	5	125	61%	3	IP	151	60	1510	0.31	0.10
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	178	6	150	44%	3	IQ	218	40	1673	0.22	0.13
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	253	9	225	55%	3	IT	366	113	1592	0.28	0.23
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	238	238	2000	0.00	0.12
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	75	75	2000	0.00	0.04
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	81	81	2000	0.00	0.04
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	12	12	2000	0.00	0.01
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	313	313	2000	0.00	0.16
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	151	151	2000	0.00	0.08
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	250	250	2000	0.00	0.12
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	366	366	2000	0.00	0.18
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	4	1	50	34%	6	LD	2243	2239	5526	0.26	0.41
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	139	0.8	50	0	0	0	0%	6	LC	2273	2273	6050	0.00	0.38
	Red Zone	Hotel/Courtesty	Outer	112		40	172	5	200	179%	6	LF	2407	2235	3081	1.37	0.78
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	0	0	0	0%	6	LE	2169	2169	6050	0.00	0.36
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	179		50	4	1	50	28%	5	LL	2257	2253	4561	0.21	0.49
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	0	0	0	0%	6	LG	2332	2332	6050	0.00	0.39
	Red Zone	Hotel/Courtesty	Outer	110		40	172	5	200	182%	6	LH	2332	2160	2906	1.40	0.80
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	88	0.5	50	0	0	0	0%	6	LJ	2319	2319	6050	0.00	0.38
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	4	1	50	38%	5	LQ	1945	1941	4416	0.30	0.44
		Flyaway	Outer		2.5	50	0	0	0								

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	0	0	0	0%	5	LM	2308	2308	4850	0.00	0.48
	Red Zone	Hotel/Courtesty	Outer	45		40	172	5	200	444%	5	LP	1945	1773	348	3.42	5.59
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	120	0.5	50	0	0	0	0%	5	LR	1731	1731	4850	0.00	0.36
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	4	1	50	28%	5	LV	1387	1383	4561	0.21	0.30
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	142	0.8	50	0	0	0	0%	5	LS	1800	1800	4850	0.00	0.37
	Red Zone	Hotel/Courtesty	Outer	145		40	172	5	200	138%	5	LW	1703	1531	2969	1.06	0.57
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	0	0	0	0%	5	LT	1496	1496	4850	0.00	0.31
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	136		50	4	1	50	37%	5	LX	1436	1432	4416	0.28	0.33
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	0	0	0	0%	5	LW	1703	1703	4850	0.00	0.35
	Red Zone	Hotel/Courtesty	Outer	68		40	172	5	200	294%	5	LAB	1443	1271	1123	2.26	1.29
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	108	0.5	50	0	0	0	0%	5	LAA	1235	1235	4850	0.00	0.25
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	90		50	4	1	50	56%	5	LAE	1568	1564	4127	0.43	0.38
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	74	0.8	50	0	0	0	0%	5	LAC	1568	1568	4850	0.00	0.32
	Red Zone	Hotel/Courtesty	Outer	63		40	172	5	200	317%	5	LAE	1568	1396	997	2.44	1.57
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	144	0.5	50	0	0	0	0%	5	LAD	1568	1568	4850	0.00	0.32
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	71		50	4	1	50	70%	5	LAI	1169	1165	3837	0.54	0.30
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	0	0	0	0%	5	LAF	1339	1339	4850	0.00	0.28
	Red Zone	Hotel/Courtesty	Outer	92		40	172	5	200	217%	5	LAG	1339	1167	1907	1.67	0.70
		Hotel /Motel	Outer		0.8	40	41	2	80								

Appendix K1 Attachment 1
Arrivals Level Baseline (2009) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	126	0.5	50	0	0	0	0%	5	LAH	1339	1339	4850	0.00	0.28
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	144		50	4	1	50	35%	5	LAN	1165	1161	4416	0.27	0.26
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	4	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	0	0	0	0%	5	LAK	1301	1301	4850	0.00	0.27
	Red Zone	Hotel/Courtesty	Outer	106		40	172	5	200	189%	5	LAL	1267	1095	2246	1.45	0.56
		Hotel /Motel	Outer		0.8	40	41	2	80								
		Courtesy	Outer		0.4	40	131	3	120								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	0	0	0	0%	5	LAM	1231	1231	4850	0.00	0.25

Appendix K1 Attachment 1
Departures Level Baseline 2009 Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zon Single Loop Zone		UL	470			603	19	695	148%	6	UA	2550	1947	3605	0.74	0.71
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	250	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 2																	
	Common Zon Single Loop Zone		UL	780			448	16	620	79%	5	UE	2366	1918	3837	0.40	0.62
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	95	4	100								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 3																	
	Common Zon Single Loop Zone		UL	500			508	18	670	134%	5	UL	1669	1161	2969	0.67	0.56
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	155	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
TBIT																	
	Common Zon Single Loop Zone		UL	465			732	22	770	166%	5	UM	1622	890	2535	0.83	0.64
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	379	10	250								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								

Appendix K1 Attachment 1
Departures Level Baseline 2009 Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 4																	
	Common Zon Single Loop Zone		UL	470			558	18	670	143%	5	UN	1590	1032	2825	0.71	0.56
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	205	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 5																	
	Common Zon Single Loop Zone		UL	480			529	18	670	140%	5	UO	2318	1789	2969	0.70	0.78
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	176	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 6																	
	Common Zon Single Loop Zone		UL	480			588	19	695	145%	5	UO	2318	1730	2825	0.72	0.82
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	235	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
Terminal 7																	
	Common Zon Single Loop Zone		UL	825			671	21	745	90%	5	UQ	2454	1783	3548	0.45	0.69
		Flyaway	UL		1.2	50	5	0	0								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
		POV/Limo	UL		1.1	25	318	9	225								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	45	2	100								

Appendix K1 Attachment 1
Departures Level Baseline 2009 Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		RAC Shuttles	UL		0.5	50	100	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								

Note:
UL - Upper Level
LL - Lower Level

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	470			514	18	645	137%	6	UA	2452	1937	3779	0.69	0.65
		POV/Limo	UL		1.1	25	250	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 2																	
	Common Zone	All	UL	780			359	15	570	73%	5	UE	2276	1916	3837	0.37	0.59
		POV/Limo	UL		1.1	25	95	4	100								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 3																	
	Common Zone	All	UL	500			419	17	620	124%	5	UL	1605	1185	3114	0.62	0.52
		POV/Limo	UL		1.1	25	155	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
TBIT																	
	Common Zone	All	UL	715			643	21	720	101%	5	UM	1558	915	3403	0.50	0.46
		POV/Limo	UL		1.1	25	379	10	250								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								

Appendix K1 Attachment 1
Departures Level Baseline 2009 With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			469	17	620	87%	5	UN	1526	1056	3693	0.43	0.41
		POV/Limo	UL		1.1	25	205	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 5																	
	Common Zone	All	UL	500			440	17	620	124%	5	UO	2228	1787	3114	0.62	0.72
		POV/Limo	UL		1.1	25	176	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 6																	
	Common Zone	All	UL	530			499	18	645	122%	5	UO	2228	1728	3114	0.61	0.72
		POV/Limo	UL		1.1	25	235	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	5	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 7																	
	Common Zone	All	UL	825			582	20	695	84%	5	UQ	2356	1773	3693	0.42	0.64
		POV/Limo	UL		1.1	25	318	9	225								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	29	1	50								
		Flyaway	UL		2.4	50	5	1	50								
		RAC Shuttles	UL		0.5	50	27	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	470			567	19	695	148%	6	UA	2452	1885	3605	0.74	0.68
		POV/Limo	UL		1.1	25	237	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 2																	
	Common Zone	All	UL	780			420	16	620	79%	5	UE	2276	1856	3837	0.40	0.59
		POV/Limo	UL		1.1	25	90	4	100								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 3																	
	Common Zone	All	UL	500			478	17	645	129%	5	UL	1605	1127	3114	0.65	0.52
		POV/Limo	UL		1.1	25	148	5	125								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
TBIT																	
	Common Zone	All	UL	715			690	22	770	108%	5	UM	1558	868	3403	0.54	0.46
		POV/Limo	UL		1.1	25	360	10	250								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Courtesy	UL		0.4	40	115	2	80								
Terminal 4																	
	Common Zone	All	UL	715			524	18	670	94%	5	UN	1526	1002	3548	0.47	0.43
		POV/Limo	UL		1.1	25	194	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 5																	
	Common Zone	All	UL	500			497	18	670	134%	5	UO	2228	1731	2969	0.67	0.75
		POV/Limo	UL		1.1	25	167	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 6																	
	Common Zone	All	UL	530			553	18	670	126%	5	UO	2228	1675	3114	0.63	0.72
		POV/Limo	UL		1.1	25	223	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	5	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 7																	
	Common Zone	All	UL	825			633	21	745	90%	5	UQ	2356	1723	3548	0.45	0.66
		POV/Limo	UL		1.1	25	303	9	225								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		Flyaway	UL		2.4	50	5	1	50								
		RAC Shuttles	UL		0.5	50	90	2	100								
		Shared Ride Vans	UL		0.8	30	41	2	60								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	470			500	18	645	137%	6	UA	2384	1885	3779	0.69	0.63
		POV/Limo	UL		1.1	25	237	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 2																	
	Common Zone	All	UL	780			353	15	570	73%	5	UE	2208	1856	3837	0.37	0.58
		POV/Limo	UL		1.1	25	90	4	100								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	22.8288669	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 3																	
	Common Zone	All	UL	500			411	16	595	119%	5	UL	1538	1127	3259	0.60	0.47
		POV/Limo	UL		1.1	25	148	5	125								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
TBIT																	
	Common Zone	All	UL	715			623	21	720	101%	5	UM	1491	868	3403	0.50	0.44
		POV/Limo	UL		1.1	25	360	10	250								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Courtesy	UL		0.4	40	115	2	80								
Terminal 4																	
	Common Zone	All	UL	715			457	17	620	87%	5	UN	1459	1002	3693	0.43	0.39
		POV/Limo	UL		1.1	25	194	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 5																	
	Common Zone	All	UL	500			430	17	620	124%	5	UO	2160	1731	3114	0.62	0.69
		POV/Limo	UL		1.1	25	167	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 6																	
	Common Zone	All	UL	530			486	17	620	117%	5	UO	2160	1675	3259	0.58	0.66
		POV/Limo	UL		1.1	25	223	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	5	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 7																	
	Common Zone	All	UL	825			566	20	695	84%	5	UQ	2288	1723	3693	0.42	0.62
		POV/Limo	UL		1.1	25	303	9	225								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	32	1	50								
		Flyaway	UL		2.4	50	5	1	50								
		RAC Shuttles	UL		0.5	50	23	1	50								
		Shared Ride Vans	UL		0.8	30	41	2	60								

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Departures Level Baseline 2009 With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	470			445	16	545	116%	6	UA	2314	1869	4129	0.58	0.56
		POV/Limo	UL		1.1	25	237	7	175								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 2																	
	Common Zone	All	UL	780			298	13	470	60%	5	UE	2138	1840	3982	0.30	0.54
		POV/Limo	UL		1.1	25	90	4	100								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 3																	
	Common Zone	All	UL	500			356	14	495	99%	5	UL	1467	1111	3548	0.50	0.41
		POV/Limo	UL		1.1	25	148	5	125								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
TBIT																	
	Common Zone	All	UL	715			568	19	620	87%	5	UM	1420	852	3693	0.43	0.38
		POV/Limo	UL		1.1	25	360	10	250								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								

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Departures Level Baseline 2009 With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Courtesy	UL		0.4	40	115	2	80								
Terminal 4																	
	Common Zone	All	UL	715			402	15	520	73%	5	UN	1388	986	3837	0.36	0.36
		POV/Limo	UL		1.1	25	194	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 5																	
	Common Zone	All	UL	500			375	15	520	104%	5	UO	2090	1715	3403	0.52	0.61
		POV/Limo	UL		1.1	25	167	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Flyaway	UL		2.4	50	5	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 6																	
	Common Zone	All	UL	530			431	15	520	98%	5	UO	2090	1659	3548	0.49	0.59
		POV/Limo	UL		1.1	25	223	6	150								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	5	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								
Terminal 7																	
	Common Zone	All	UL	825			511	18	595	72%	5	UQ	2218	1707	3837	0.36	0.58
		POV/Limo	UL		1.1	25	303	9	225								
		Charter Bus	UL		2.5	50	12	2	100								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		Flyaway	UL		2.4	50	5	1	50								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	41	2	60								

Appendix K1 Attachment 1

Departures Level Baseline 2009 With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	(2009) Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Baseline 2009 With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Hotel /Motel	UL		1.2	40	31	2	80								
		Courtesy	UL		0.4	40	115	2	80								

Attachment 2
Future Curbside Worksheets

Appendix K1 Attachment 2
Arrivals Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Without Alternative Future Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	506	1.3	25	164	6	150	30%	3	IB	247	82	1837	0.15	0.13
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	64	3	75	36%	3	IE	183	119	1755	0.18	0.10
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	64	3	75	38%	3	IG	198	134	1755	0.19	0.11
Terminal 3	POV/Limo	POV/Limo	Inner	380	1.3	25	95	5	125	33%	3	II	202	107	1755	0.16	0.12
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	397	13	325	84%	3	IK	506	109	1347	0.42	0.38
CP	POV/Limo	POV/Limo	Other	500	1.3	25	129	6	150	30%	3	NC	414	285	1837	0.15	0.23
Terminal 4	POV/Limo	POV/Limo	Inner	423	1.3	25	148	6	150	35%	3	IN	280	132	1755	0.18	0.16
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	123	5	125	61%	3	IP	384	262	1510	0.31	0.25
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	82	4	100	30%	3	IQ	144	63	1837	0.15	0.08
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	165	6	150	37%	3	IT	261	96	1755	0.18	0.15
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	32	2	60	52%	3	IC	247	215	1592	0.26	0.15
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IG	198	166	1510	0.30	0.13
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	32	2	60	67%	3	II	202	170	1510	0.33	0.13
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IJ	45	13	1510	0.30	0.03
CP	Orange Zone	Shared Ride	Other	100	1.3	30	32	2	60	60%	3	ND	204	172	1510	0.30	0.14
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IN	280	248	1510	0.30	0.19
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IP	384	352	1510	0.30	0.25
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IR	157	125	1510	0.30	0.10
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	32	2	60	60%	3	IT	261	229	1510	0.30	0.17
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	12	2	100	68%	7	LD	2479	2467	6022	0.53	0.41
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	123	0.8	50	22	1	50	41%	7	LC	2493	2471	6431	0.31	0.39
	Red Zone	Hotel/Courtesty	Outer	112		40	88	3	120	107%	7	LF	2798	2710	5203	0.82	0.54
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	56	2	100	98%	7	LE	2584	2528	5408	0.75	0.48
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	198		50	12	2	100	51%	6	LL	2594	2582	5177	0.39	0.50
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	22	1	50	34%	7	LG	2647	2625	6636	0.26	0.40
	Red Zone	Hotel/Courtesty	Outer	120		40	88	3	120	100%	7	LH	2647	2559	5203	0.77	0.51
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	179	0.5	50	56	2	100	56%	7	LJ	2609	2553	6227	0.43	0.42
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	12	3	150	115%	6	LQ	2032	2020	4129	0.89	0.49

Appendix K1 Attachment 2
Arrivals Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Without Alternative Future Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	22	1	50	38%	6	LM	2358	2336	5526	0.29	0.43
	Red Zone	Hotel/Courtesty	Outer	118		40	88	3	120	102%	6	LP	2236	2148	4303	0.78	0.52
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	56	2	100	78%	5	LR	1819	1763	3837	0.60	0.47
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	12	2	100	56%	5	LV	1460	1448	4127	0.43	0.35
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	22	1	50	38%	5	LS	1976	1954	4416	0.29	0.45
	Red Zone	Hotel/Courtesty	Outer	143		40	88	3	120	84%	5	LW	1934	1846	3693	0.65	0.52
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	56	2	100	78%	5	LT	1515	1459	3837	0.60	0.39
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	226		50	12	2	100	44%	5	LX	1740	1728	4271	0.34	0.41
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	82	0.8	50	22	1	50	61%	5	LW	1934	1912	3982	0.47	0.49
	Red Zone	Hotel/Courtesty	Outer	100		40	88	3	120	120%	5	LAB	1616	1528	3114	0.92	0.52
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	138	0.5	50	56	2	100	72%	5	LAA	1720	1664	3837	0.56	0.45
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	155		50	12	2	100	65%	6	LAE	1671	1659	5002	0.50	0.33
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	22	1	50	50%	5	LAC	1616	1594	4127	0.38	0.39
	Red Zone	Hotel/Courtesty	Outer	100		40	88	3	120	120%	5	LAE	1671	1583	3114	0.92	0.54
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	115	0.5	50	56	2	100	87%	5	LAD	1871	1815	3693	0.67	0.51
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	163		50	12	2	100	61%	6	LAI	1689	1677	5002	0.47	0.34
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	22	1	50	50%	6	LAF	1911	1889	5177	0.38	0.37
	Red Zone	Hotel/Courtesty	Outer	137		40	88	3	120	88%	6	LAG	1911	1823	4653	0.67	0.41
		Hotel /Motel	Outer		0.8	40	19	1	40								

Appendix K1 Attachment 2
Arrivals Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Without Alternative Future Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	155	0.5	50	56	2	100	65%	6	LAH	1911	1855	5002	0.50	0.38
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	164		50	12	2	100	61%	6	LAN	1653	1641	5002	0.47	0.33
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	22	1	50	52%	6	LAK	1708	1686	5177	0.40	0.33
	Red Zone	Hotel/Courtesty	Outer	106		40	88	3	120	113%	6	LAL	1695	1607	4129	0.87	0.41
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	56	2	100	78%	6	LAM	1676	1620	4827	0.60	0.35
CP												ND Avg				0.51	0.15
	Green Zone	FlyAway, Buses, Long Distance Vans	Other	100		50	12	2	100	100%	3	ND	204	192	1183	0.77	0.17
		Flyaway	Other		2.5	50	5	1	50								
		Charter Bus	Other		2.5	50	3	1	50								
		Transit Bus	Other		1.0	50	4	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Other	100	0.8	50	22	1	50	50%	3	ND	204	182	1592	0.38	0.13
	Red Zone	Hotel/Courtesty	Other	150		40	88	3	120	80%	3	ND	204	116	1347	0.62	0.15
		Hotel /Motel	Other		0.8	40	19	1	40								
		Courtesy	Other		0.4	40	69	2	80								
	Purple Zone	RAC Shuttles	Other	100	0.5	50	56	2	100	100%	3	ND	204	148	1183	0.77	0.17
	Limo Left Load	Limo	Other	100	1.3	25	13	1	25	25%	3	ND	204	191	1837	0.19	0.11

Appendix K1 Attachment 2

Arrivals Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	506	1.3	25	242	9	225	44%	3	IB	356	114	1673	0.22	0.21
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	94	5	125	61%	3	IE	262	168	1510	0.30	0.17
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	94	5	125	63%	3	IG	284	190	1510	0.31	0.19
Terminal 3	POV/Limo	POV/Limo	Inner	380	1.3	25	138	6	150	39%	3	II	288	150	1755	0.20	0.16
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	585	18	450	117%	3	IK	738	153	1102	0.58	0.67
CP	POV/Limo	POV/Limo	Other	500	1.3	25	190	7	175	35%	3	NC	611	421	1755	0.18	0.35
Terminal 4	POV/Limo	POV/Limo	Inner	423	1.3	25	218	7	175	41%	3	IN	404	186	1673	0.21	0.24
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	180	6	150	74%	3	IP	557	376	1428	0.37	0.39
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	121	5	125	37%	3	IQ	206	85	1755	0.18	0.12
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	243	9	225	55%	3	IT	376	133	1592	0.28	0.24
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	39	2	60	52%	3	IC	356	317	1592	0.26	0.22
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IG	284	245	1510	0.30	0.19
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	39	2	60	67%	3	II	288	249	1510	0.33	0.19
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IJ	58	19	1510	0.30	0.04
CP	Orange Zone	Shared Ride	Other	100	1.3	30	33	2	60	60%	3	ND	201	168	1510	0.30	0.13
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IN	404	365	1510	0.30	0.27
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IP	557	518	1510	0.30	0.37
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IR	225	186	1510	0.30	0.15
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	39	2	60	60%	3	IT	376	337	1510	0.30	0.25
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	13	2	100	68%	7	LD	3443	3430	6022	0.53	0.57
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	5	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	123	0.8	50	19	1	50	41%	7	LC	3464	3445	6431	0.31	0.54
	Red Zone	Hotel/Courtesty	Outer	112		40	79	3	120	107%	7	LF	3916	3837	5203	0.82	0.75
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	18	1	50	49%	7	LE	3599	3581	6431	0.38	0.56
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	198		50	14	3	150	76%	6	LL	3614	3600	4827	0.58	0.75
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	6	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	22	1	50	34%	7	LG	3692	3670	6636	0.26	0.56
	Red Zone	Hotel/Courtesty	Outer	120		40	95	3	120	100%	7	LH	3692	3597	5203	0.77	0.71
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	179	0.5	50	21	1	50	28%	7	LJ	3636	3615	6841	0.21	0.53
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	14	3	150	115%	6	LQ	2885	2871	4129	0.89	0.70
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	6	1	50								

Appendix K1 Attachment 2

Arrivals Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	22	1	50	38%	6	LM	3266	3244	5526	0.29	0.59
	Red Zone	Hotel/Courtesty	Outer	118		40	95	3	120	102%	6	LP	3086	2991	4303	0.78	0.72
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	21	1	50	39%	5	LR	2572	2551	4416	0.30	0.58
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	14	3	150	83%	5	LV	2041	2027	3693	0.64	0.55
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	6	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	22	1	50	38%	5	LS	2802	2780	4416	0.29	0.63
	Red Zone	Hotel/Courtesty	Outer	143		40	95	3	120	84%	5	LW	2740	2645	3693	0.65	0.74
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	21	1	50	39%	5	LT	2122	2101	4416	0.30	0.48
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	186		50	14	3	150	81%	5	LX	2456	2442	3693	0.62	0.67
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	6	1	50								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	122	0.8	50	22	1	50	41%	5	LW	2740	2718	4271	0.32	0.64
	Red Zone	Hotel/Courtesty	Outer	100		40	95	3	120	120%	5	LAB	2172	2077	3114	0.92	0.70
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	138	0.5	50	21	1	50	36%	5	LAA	2325	2304	4416	0.28	0.53
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	155		50	13	2	100	65%	6	LAE	2253	2240	5002	0.50	0.45
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	5	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	19	1	50	50%	5	LAC	2172	2153	4127	0.38	0.53
	Red Zone	Hotel/Courtesty	Outer	100		40	79	3	120	120%	5	LAE	2253	2174	3114	0.92	0.72
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	115	0.5	50	18	1	50	43%	5	LAD	2549	2531	4271	0.33	0.60
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	163		50	13	2	100	61%	6	LAI	2276	2263	5002	0.47	0.45
		Flyaway	Outer		2.5	50	5	1	50								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	5	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	19	1	50	50%	6	LAF	2604	2585	5177	0.38	0.50
	Red Zone	Hotel/Courtesty	Outer	137		40	79	3	120	88%	6	LAG	2604	2525	4653	0.67	0.56
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	155	0.5	50	18	1	50	32%	6	LAH	2604	2586	5526	0.25	0.47
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	164		50	13	2	100	61%	6	LAN	2224	2211	5002	0.47	0.44
		Flyaway	Outer		2.5	50	5	1	50								

Appendix K1 Attachment 2

Arrivals Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	5	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	19	1	50	52%	6	LAK	2306	2287	5177	0.40	0.45
	Red Zone	Hotel/Courtesty	Outer	106		40	79	3	120	113%	6	LAL	2287	2208	4129	0.87	0.55
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	18	1	50	39%	6	LAM	2259	2241	5526	0.30	0.41
CP												ND Avg				0.44	0.14
	Green Zone	FlyAway, Buses, Long Distance Vans	Other	100		50	13	2	100	100%	3	ND	201	188	1183	0.77	0.17
		Flyaway	Other		2.5	50	5	1	50								
		Charter Bus	Other		2.5	50	3	1	50								
		Transit Bus	Other		1.0	50	5	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Other	100	0.8	50	19	1	50	50%	3	ND	201	182	1592	0.38	0.13
	Red Zone	Hotel/Courtesty	Other	150		40	79	3	120	80%	3	ND	201	122	1347	0.62	0.15
		Hotel /Motel	Other		0.8	40	19	1	40								
		Courtesy	Other		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Other	100	0.5	50	18	1	50	50%	3	ND	201	183	1592	0.38	0.13
	Limo Left Load	Limo	Other	100	1.3	25	13	1	25	25%	3	ND	201	188	1837	0.19	0.11

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	506	1.3	25	231	9	225	44%	3	IB	303	72	1673	0.22	0.18
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	89	4	100	49%	3	IE	212	123	1673	0.24	0.13
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	89	4	100	50%	3	IG	234	145	1592	0.25	0.15
Terminal 3	POV/Limo	POV/Limo	Inner	380	1.3	25	132	6	150	39%	3	II	239	107	1755	0.20	0.14
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	557	18	450	117%	3	IK	667	109	1102	0.58	0.61
CP	POV/Limo	POV/Limo	Other	500	1.3	25	181	6	150	30%	3	NC	581	400	1837	0.15	0.32
Terminal 4	POV/Limo	POV/Limo	Inner	423	1.3	25	209	7	175	41%	3	IN	353	145	1673	0.21	0.21
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	172	6	150	74%	3	IP	496	324	1428	0.37	0.35
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	116	5	125	37%	3	IQ	160	45	1755	0.18	0.09
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	232	9	225	55%	3	IT	324	92	1592	0.28	0.20
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	303	303	2000	0.00	0.15
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	234	234	2000	0.00	0.12
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	239	239	2000	0.00	0.12
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	19	19	2000	0.00	0.01
CP	Orange Zone	Shared Ride	Other	100	1.3	30	0	0	0	0%	3	ND	205	205	2000	0.00	0.10
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	353	353	2000	0.00	0.18
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	496	496	2000	0.00	0.25
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	179	179	2000	0.00	0.09
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	324	324	2000	0.00	0.16
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	2	0	0	0%	7	LD	3338	3336	7250	0.00	0.46
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	0	0								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	123	0.8	50	30	1	50	41%	7	LC	3358	3327	6431	0.31	0.52
	Red Zone	Hotel/Courtesty	Outer	112		40	79	3	120	107%	7	LF	3802	3723	5203	0.82	0.73
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	42	1	50	49%	7	LE	3499	3457	6431	0.38	0.54
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	198		50	3	1	50	25%	6	LL	3514	3511	5701	0.19	0.62
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	33	2	100	68%	7	LG	3590	3557	6022	0.52	0.60
	Red Zone	Hotel/Courtesty	Outer	120		40	95	3	120	100%	7	LH	3590	3495	5203	0.77	0.69
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	179	0.5	50	49	2	100	56%	7	LJ	3536	3487	6227	0.43	0.57
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	3	1	50	38%	6	LQ	2806	2803	5526	0.30	0.51
		Flyaway	Outer		2.5	50	0	0	0								

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	33	2	100	76%	6	LM	3183	3150	4827	0.58	0.66
	Red Zone	Hotel/Courtesty	Outer	118		40	95	3	120	102%	6	LP	3011	2916	4303	0.78	0.70
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	49	2	100	78%	5	LR	2508	2459	3837	0.60	0.65
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	3	1	50	28%	5	LV	1999	1996	4561	0.21	0.44
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	33	2	100	76%	5	LS	2728	2695	3837	0.58	0.71
	Red Zone	Hotel/Courtesty	Outer	143		40	95	3	120	84%	5	LW	2666	2571	3693	0.65	0.72
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	49	2	100	78%	5	LT	2080	2031	3837	0.60	0.54
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	186		50	3	1	50	27%	5	LX	2393	2390	4561	0.21	0.52
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	122	0.8	50	33	2	100	82%	5	LW	2666	2633	3693	0.63	0.72
	Red Zone	Hotel/Courtesty	Outer	100		40	95	3	120	120%	5	LAB	2140	2045	3114	0.92	0.69
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	138	0.5	50	49	2	100	72%	5	LAA	2282	2233	3837	0.56	0.59
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	155		50	2	0	0	0%	6	LAE	2218	2216	6050	0.00	0.37
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	0	0								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	30	1	50	50%	5	LAC	2140	2110	4127	0.38	0.52
	Red Zone	Hotel/Courtesty	Outer	100		40	79	3	120	120%	5	LAE	2218	2139	3114	0.92	0.71
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	115	0.5	50	42	1	50	43%	5	LAD	2499	2457	4271	0.33	0.58
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	163		50	2	0	0	0%	6	LAI	2228	2226	6050	0.00	0.37
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	0	0								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	30	1	50	50%	6	LAF	2553	2523	5177	0.38	0.49
	Red Zone	Hotel/Courtesty	Outer	137		40	79	3	120	88%	6	LAG	2553	2474	4653	0.67	0.55
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	155	0.5	50	42	1	50	32%	6	LAH	2553	2511	5526	0.25	0.46

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	164		50	2	0	0	0%	6	LAN	2178	2176	6050	0.00	0.36
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	0	0								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	30	1	50	52%	6	LAK	2257	2227	5177	0.40	0.44
	Red Zone	Hotel/Courtesty	Outer	106		40	79	3	120	113%	6	LAL	2239	2160	4129	0.87	0.54
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	42	1	50	39%	6	LAM	2211	2169	5526	0.30	0.40
CP												ND Avg				0.26	0.12
	Green Zone	FlyAway, Buses, Long Distance Vans	Other	100		50	2	0	0	0%	3	ND	205	203	2000	0.00	0.10
		Flyaway	Other		2.5	50	0	0	0								
		Charter Bus	Other		2.5	50	2	0	0								
		Transit Bus	Other		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Other	100	0.8	50	30	1	50	50%	3	ND	205	175	1592	0.38	0.13
	Red Zone	Hotel/Courtesty	Other	150		40	79	3	120	80%	3	ND	205	126	1347	0.62	0.15
		Hotel /Motel	Other		0.8	40	19	1	40								
		Courtesy	Other		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Other	100	0.5	50	42	1	50	50%	3	ND	205	163	1592	0.38	0.13
	Limo Left Load	Limo	Other	100	1.3	25	13	1	25	25%	3	ND	205	192	1837	0.19	0.11

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	506	1.3	25	231	9	225	44%	3	IB	303	72	1673	0.22	0.18
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	89	4	100	49%	3	IE	212	123	1673	0.24	0.13
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	89	4	100	50%	3	IG	234	145	1592	0.25	0.15
Terminal 3	POV/Limo	POV/Limo	Inner	380	1.3	25	132	6	150	39%	3	II	239	107	1755	0.20	0.14
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	557	18	450	117%	3	IK	667	109	1102	0.58	0.61
CP	POV/Limo	POV/Limo	Other	500	1.3	25	181	6	150	30%	3	NC	581	400	1837	0.15	0.32
Terminal 4	POV/Limo	POV/Limo	Inner	423	1.3	25	209	7	175	41%	3	IN	353	145	1673	0.21	0.21
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	172	6	150	74%	3	IP	496	324	1428	0.37	0.35
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	116	5	125	37%	3	IQ	160	45	1755	0.18	0.09
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	232	9	225	55%	3	IT	324	92	1592	0.28	0.20
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	303	303	2000	0.00	0.15
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	234	234	2000	0.00	0.12
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	239	239	2000	0.00	0.12
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	19	19	2000	0.00	0.01
CP	Orange Zone	Shared Ride	Other	100	1.3	30	0	0	0	0%	3	ND	188	188	2000	0.00	0.09
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	353	353	2000	0.00	0.18
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	496	496	2000	0.00	0.25
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	179	179	2000	0.00	0.09
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	324	324	2000	0.00	0.16
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	2	1	50	34%	7	LD	3296	3294	6636	0.26	0.50
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	123	0.8	50	30	1	50	41%	7	LC	3316	3286	6431	0.31	0.52
	Red Zone	Hotel/Courtesty	Outer	112		40	79	3	120	107%	7	LF	3761	3682	5203	0.82	0.72
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	25	1	50	49%	7	LE	3457	3433	6431	0.38	0.54
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	198		50	3	1	50	25%	6	LL	3473	3470	5701	0.19	0.61
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	33	2	100	68%	7	LG	3548	3516	6022	0.52	0.59
	Red Zone	Hotel/Courtesty	Outer	120		40	95	3	120	100%	7	LH	3548	3453	5203	0.77	0.68
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	179	0.5	50	25	1	50	28%	7	LJ	3495	3470	6841	0.21	0.51
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	3	1	50	38%	6	LQ	2782	2779	5526	0.30	0.50
		Flyaway	Outer		2.5	50	0	0	0								

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	33	2	100	76%	6	LM	3141	3109	4827	0.58	0.65
	Red Zone	Hotel/Courtesty	Outer	118		40	95	3	120	102%	6	LP	2969	2874	4303	0.78	0.69
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	25.089901	1	50	39%	5	LR	2484	2459	4416	0.30	0.56
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	3	1	50	28%	5	LV	1975	1972	4561	0.21	0.43
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	33	2	100	76%	5	LS	2704	2671	3837	0.58	0.70
	Red Zone	Hotel/Courtesty	Outer	143		40	95	3	120	84%	5	LW	2642	2547	3693	0.65	0.72
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	25.089901	1	50	39%	5	LT	2056	2031	4416	0.30	0.47
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	186		50	3	1	50	27%	5	LX	2369	2366	4561	0.21	0.52
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	122	0.8	50	33	2	100	82%	5	LW	2642	2609	3693	0.63	0.72
	Red Zone	Hotel/Courtesty	Outer	100		40	95	3	120	120%	5	LAB	2098	2003	3114	0.92	0.67
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	138	0.5	50	25.089901	1	50	36%	5	LAA	2241	2216	4416	0.28	0.51
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	155		50	2	1	50	32%	6	LAE	2176	2174	5526	0.25	0.39
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	30	1	50	50%	5	LAC	2098	2068	4127	0.38	0.51
	Red Zone	Hotel/Courtesty	Outer	100		40	79	3	120	120%	5	LAE	2176	2097	3114	0.92	0.70
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	115	0.5	50	24.608248	1	50	43%	5	LAD	2457	2433	4271	0.33	0.58
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	163		50	2	1	50	31%	6	LAI	2186	2184	5526	0.24	0.40
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	30	1	50	50%	6	LAF	2512	2482	5177	0.38	0.49
	Red Zone	Hotel/Courtesty	Outer	137		40	79	3	120	88%	6	LAG	2512	2433	4653	0.67	0.54
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	155	0.5	50	24.608248	1	50	32%	6	LAH	2512	2488	5526	0.25	0.45

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	164		50	2	1	50	30%	6	LAN	2137	2135	5526	0.23	0.39
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	30	1	50	52%	6	LAK	2216	2185	5177	0.40	0.43
	Red Zone	Hotel/Courtesty	Outer	106		40	79	3	120	113%	6	LAL	2198	2119	4129	0.87	0.53
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	24.608248	1	50	39%	6	LAM	2170	2145	5526	0.30	0.39
CP												ND Avg				0.33	0.11
	Green Zone	FlyAway, Buses, Long Distance Vans	Other	100		50	2	1	50	50%	3	ND	188	186	1592	0.38	0.12
		Flyaway	Other		2.5	50	0	0	0								
		Charter Bus	Other		2.5	50	2	1	50								
		Transit Bus	Other		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Other	100	0.8	50	30	1	50	50%	3	ND	188	158	1592	0.38	0.12
	Red Zone	Hotel/Courtesty	Other	150		40	79	3	120	80%	3	ND	188	109	1347	0.62	0.14
		Hotel /Motel	Other		0.8	40	19	1	40								
		Courtesy	Other		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Other	100	0.5	50	24.608248	1	50	50%	3	ND	188	163	1592	0.38	0.12
	Limo Left Load	Limo	Other	100	1.3	25	13	1	25	25%	3	ND	188	175	1837	0.19	0.10

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Inner Curbside																	
Terminal 1	POV/Limo	POV/Limo	Inner	506	1.3	25	231	9	225	44%	3	IB	303	72	1673	0.22	0.18
Terminal 2	Section 1	POV/Limo	Inner	206	1.3	25	89	4	100	49%	3	IE	212	123	1673	0.24	0.13
Terminal 2	Section 2	POV/Limo	Inner	200	1.3	25	89	4	100	50%	3	IG	234	145	1592	0.25	0.15
Terminal 3	POV/Limo	POV/Limo	Inner	380	1.3	25	132	6	150	39%	3	II	239	107	1755	0.20	0.14
TBIT	POV/Limo	POV/Limo	Inner	385	1.3	25	557	18	450	117%	3	IK	667	109	1102	0.58	0.61
CP	POV/Limo	POV/Limo	Other	500	1.3	25	168	6	150	30%	3	NC	581	413	1837	0.15	0.32
Terminal 4	POV/Limo	POV/Limo	Inner	423	1.3	25	209	7	175	41%	3	IN	353	145	1673	0.21	0.21
Terminal 5	POV/Limo	POV/Limo	Inner	204	1.3	25	172	6	150	74%	3	IP	496	324	1428	0.37	0.35
Terminal 6	POV/Limo	POV/Limo	Inner	338	1.3	25	116	5	125	37%	3	IQ	160	45	1755	0.18	0.09
Terminal 7	POV/Limo	POV/Limo	Inner	407	1.3	25	232	9	225	55%	3	IT	324	92	1592	0.28	0.20
Terminal 1	Orange Zone	Shared Ride	Inner	116	1.3	30	0	0	0	0%	3	IC	303	303	2000	0.00	0.15
Terminal 2	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IG	234	234	2000	0.00	0.12
Terminal 3	Orange Zone	Shared Ride	Inner	90	1.3	30	0	0	0	0%	3	II	239	239	2000	0.00	0.12
TBIT	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IJ	19	19	2000	0.00	0.01
CP	Orange Zone	Shared Ride	Other	100	1.3	30	0	0	0	0%	3	ND	133	133	2000	0.00	0.07
Terminal 4	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IN	353	353	2000	0.00	0.18
Terminal 5	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IP	496	496	2000	0.00	0.25
Terminal 6	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IR	179	179	2000	0.00	0.09
Terminal 7	Orange Zone	Shared Ride	Inner	100	1.3	30	0	0	0	0%	3	IT	324	324	2000	0.00	0.16
Outer Curbside																	
Terminal 1																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	146		50	2	1	50	34%	7	LD	3184	3182	6636	0.26	0.48
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	123	0.8	50	0	0	0	0%	7	LC	3204	3204	7250	0.00	0.44
	Red Zone	Hotel/Courtesty	Outer	112		40	79	3	120	107%	7	LF	3648	3569	5203	0.82	0.70
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	102	0.5	50	0	0	0	0%	7	LE	3345	3345	7250	0.00	0.46
Terminal 2																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	198		50	3	1	50	25%	6	LL	3360	3357	5701	0.19	0.59
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	147	0.8	50	0	0	0	0%	7	LG	3436	3436	7250	0.00	0.47
	Red Zone	Hotel/Courtesty	Outer	120		40	95	3	120	100%	7	LH	3436	3341	5203	0.77	0.66
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	179	0.5	50	0	0	0	0%	7	LJ	3382	3382	7250	0.00	0.47
Terminal 3																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	130		50	3	1	50	38%	6	LQ	2724	2721	5526	0.30	0.49
		Flyaway	Outer		2.5	50	0	0	0								

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	0	0	0	0%	6	LM	3029	3029	6050	0.00	0.50
	Red Zone	Hotel/Courtesty	Outer	118		40	95	3	120	102%	6	LP	2857	2762	4303	0.78	0.66
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	0	0	0	0%	5	LR	2426	2426	4850	0.00	0.50
TBIT																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	180		50	3	1	50	28%	5	LV	1917	1914	4561	0.21	0.42
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	132	0.8	50	0	0	0	0%	5	LS	2646	2646	4850	0.00	0.55
	Red Zone	Hotel/Courtesty	Outer	143		40	95	3	120	84%	5	LW	2584	2489	3693	0.65	0.70
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	129	0.5	50	0	0	0	0%	5	LT	1998	1998	4850	0.00	0.41
Terminal 4																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	186		50	3	1	50	27%	5	LX	2311	2308	4561	0.21	0.51
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	3	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	122	0.8	50	0	0	0	0%	5	LW	2584	2584	4850	0.00	0.53
	Red Zone	Hotel/Courtesty	Outer	100		40	95	3	120	120%	5	LAB	1986	1891	3114	0.92	0.64
		Hotel /Motel	Outer		0.8	40	23	1	40								
		Courtesy	Outer		0.4	40	72	2	80								
	Purple Zone	RAC Shuttles	Outer	138	0.5	50	0	0	0	0%	5	LAA	2128	2128	4850	0.00	0.44
Terminal 5																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	155		50	2	1	50	32%	6	LAE	2064	2062	5526	0.25	0.37
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	0	0	0	0%	5	LAC	1986	1986	4850	0.00	0.41
	Red Zone	Hotel/Courtesty	Outer	100		40	79	3	120	120%	5	LAE	2064	1985	3114	0.92	0.66
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	115	0.5	50	0	0	0	0%	5	LAD	2345	2345	4850	0.00	0.48
Terminal 6																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	163		50	2	1	50	31%	6	LAI	2074	2072	5526	0.24	0.38
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	100	0.8	50	0	0	0	0%	6	LAF	2399	2399	6050	0.00	0.40
	Red Zone	Hotel/Courtesty	Outer	137		40	79	3	120	88%	6	LAG	2399	2320	4653	0.67	0.52
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	155	0.5	50	0	0	0	0%	6	LAH	2399	2399	6050	0.00	0.40

Appendix K1 Attachment 2
Arrivals Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 7																	
	Green Zone	FlyAway, Buses, Long Distance Vans	Outer	164		50	2	1	50	30%	6	LAN	2024	2022	5526	0.23	0.37
		Flyaway	Outer		2.5	50	0	0	0								
		Charter Bus	Outer		2.5	50	2	1	50								
		Transit Bus	Outer		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Outer	97	0.8	50	0	0	0	0%	6	LAK	2103	2103	6050	0.00	0.35
	Red Zone	Hotel/Courtesty	Outer	106		40	79	3	120	113%	6	LAL	2085	2006	4129	0.87	0.51
		Hotel /Motel	Outer		0.8	40	19	1	40								
		Courtesy	Outer		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Outer	128	0.5	50	0	0	0	0%	6	LAM	2057	2057	6050	0.00	0.34
CP												ND Avg				0.20	0.08
	Green Zone	FlyAway, Buses, Long Distance Vans	Other	100		50	2	1	50	50%	3	ND	133	131	1592	0.38	0.08
		Flyaway	Other		2.5	50	0	0	0								
		Charter Bus	Other		2.5	50	2	1	50								
		Transit Bus	Other		1.0	50	0	0	0								
	Blue Zone	LAX Shuttle. Airline Connections	Other	100	0.8	50	0	0	0	0%	3	ND	133	133	2000	0.00	0.07
	Red Zone	Hotel/Courtesty	Other	150		40	79	3	120	80%	3	ND	133	54	1347	0.62	0.10
		Hotel /Motel	Other		0.8	40	19	1	40								
		Courtesy	Other		0.4	40	60	2	80								
	Purple Zone	RAC Shuttles	Other	100	0.5	50	0	0	0	0%	3	ND	133	133	2000	0.00	0.07
	Limo Left Load	Limo	Other	100	1.3	25	13	1	25	25%	3	ND	133	120	1837	0.19	0.07

Appendix K1 Attachment 2
Departures Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	720			337	14	510	71%	6	UA	2936	2599	4827	0.354	0.61
		POV/Limo	UL		1.1	25	168	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 2																	
	Common Zone	All	UL	780			310	14	525	67%	5	UE	2684	2374	3982	0.337	0.67
		POV/Limo	UL		1.1	25	138	5	125								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
Terminal 3																	
	Common Zone	All	UL	500			339	15	550	110%	5	UL	1793	1455	3259	0.550	0.55
		POV/Limo	UL		1.1	25	167	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
TBIT																	
	Common Zone	All	UL	715			508	18	625	87%	5	UM	1725	1216	3693	0.437	0.47
		POV/Limo	UL		1.1	25	337	9	225								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			385	15	550	77%	5	UN	1677	1292	3837	0.385	0.44
		POV/Limo	UL		1.1	25	214	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
Terminal 5																	
	Common Zone	All	UL	500			344	14	510	102%	5	UO	2545	2201	3403	0.510	0.75
		POV/Limo	UL		1.1	25	176	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 6																	
	Common Zone	All	UL	480			266	12	460	96%	5	UO	2545	2279	3548	0.479	0.72
		POV/Limo	UL		1.1	25	98	4	100								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		Flyaway	UL		2.4	50	3	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 7																	
	Common Zone	All	UL	825			350	14	510	62%	5	UQ	2725	2376	3982	0.309	0.68
		POV/Limo	UL		1.1	25	181	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		Flyaway	UL		2.4	50	3	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								

Appendix K1 Attachment 2

Departures Level Future (2025) Without Alternative Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future Without Alternative Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
CP																	
	Common Zone	All	UL	600			415	16	575	96%	4	NA	890	475	2195	0.479	0.41
		POV/Limo	UL		1.1	25	246	7	175								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	3	0	0								
		Flyaway	UL		2.4	50	3	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	50	2	100								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		0.4	40	15	1	40								
		Courtesy	UL		0.8	40	57	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	720			352	13	460	64%	6	UA	2936	2584	5002	0.32	0.59
		POV/Limo	UL		1.1	25	210	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 2																	
	Common Zone	All	UL	780			318	14	500	64%	5	UE	2684	2366	3982	0.32	0.67
		POV/Limo	UL		1.1	25	174	6	150								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
Terminal 3																	
	Common Zone	All	UL	500			354	14	500	100%	5	UL	1793	1439	3403	0.50	0.53
		POV/Limo	UL		1.1	25	211	6	150								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
TBIT																	
	Common Zone	All	UL	715			568	19	625	87%	5	UM	1725	1157	3693	0.437	0.47
		POV/Limo	UL		1.1	25	424	11	275								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			412	15	525	73%	5	UN	1677	1265	3837	0.37	0.44
		POV/Limo	UL		1.1	25	269	7	175								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	15	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	21	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	58	2	80								
Terminal 5																	
	Common Zone	All	UL	500			363	13	460	92%	5	UO	2545	2182	3548	0.460	0.72
		POV/Limo	UL		1.1	25	221	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 6																	
	Common Zone	All	UL	480			264	12	435	91%	5	UO	2545	2281	3548	0.453	0.72
		POV/Limo	UL		1.1	25	122	5	125								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
Terminal 7																	
	Common Zone	All	UL	825			369	14	485	59%	5	UQ	2725	2356	4127	0.29	0.66
		POV/Limo	UL		1.1	25	228	7	175								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	57	1	40								
CP																	

Appendix K1 Attachment 2

Departures Level Future (2025) With Alternative 4 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 4Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
	Common Zone	All	UL	600			452	17	575	96%	4	NA	890	439	2195	0.48	0.41
		POV/Limo	UL		1.1	25	310	9	225								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	4	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	14	1	50								
		RAC Shuttles	UL		0.5	50	20	1	50								
		Shared Ride Vans	UL		0.8	30	20	1	30								
		Hotel /Motel	UL		0.4	40	15	1	40								
		Courtesy	UL		0.8	40	57	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	720			421	14	485	67%	6	UA	2936	2515	5002	0.337	0.59
		POV/Limo	UL		1.1	25	255	7	175								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 2																	
	Common Zone	All	UL	780			325	14	525	67%	5	UE	2684	2359	3982	0.337	0.67
		POV/Limo	UL		1.1	25	138	5	125								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 3																	
	Common Zone	All	UL	500			360	15	550	110%	5	UL	1793	1434	3259	0.550	0.55
		POV/Limo	UL		1.1	25	173	6	150								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
TBIT																	
	Common Zone	All	UL	715			591	20	675	94%	5	UM	1725	1134	3548	0.472	0.49
		POV/Limo	UL		1.1	25	404	11	275								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								

Appendix K1 Attachment 2

Departures Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			442	16	575	80%	5	UN	1677	1235	3693	0.402	0.45
		POV/Limo	UL		1.1	25	256	7	175								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 5																	
	Common Zone	All	UL	500			377	13	460	92%	5	UO	2545	2168	3548	0.460	0.72
		POV/Limo	UL		1.1	25	211	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 6																	
	Common Zone	All	UL	480			283	12	435	91%	5	UO	2545	2262	3548	0.453	0.72
		POV/Limo	UL		1.1	25	117	5	125								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 7																	
	Common Zone	All	UL	825			384	13	460	56%	5	UQ	2725	2342	4127	0.279	0.66
		POV/Limo	UL		1.1	25	217	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 1-2 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 1-2 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
CP																	
	Common Zone	All	UL	600			461	17	575	96%	4	NA	890	430	2195	0.479	0.41
		POV/Limo	UL		1.1	25	294	9	225								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		0.4	40	15	1	40								
		Courtesy	UL		0.8	40	54	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	720			421	14	485	67%	6	UA	2936	2515	5002	0.337	0.59
		POV/Limo	UL		1.1	25	255	7	175								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 2																	
	Common Zone	All	UL	780			325	14	525	67%	5	UE	2684	2359	3982	0.337	0.67
		POV/Limo	UL		1.1	25	138	5	125								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 3																	
	Common Zone	All	UL	500			360	15	550	110%	5	UL	1793	1434	3259	0.550	0.55
		POV/Limo	UL		1.1	25	173	6	150								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
TBIT																	
	Common Zone	All	UL	715			591	20	675	94%	5	UM	1725	1134	3548	0.472	0.49
		POV/Limo	UL		1.1	25	404	11	275								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			442	16	575	80%	5	UN	1677	1235	3693	0.402	0.45
		POV/Limo	UL		1.1	25	256	7	175								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	23	1	50								
		RAC Shuttles	UL		0.5	50	53	2	100								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 5																	
	Common Zone	All	UL	500			377	13	460	92%	5	UO	2545	2168	3548	0.460	0.72
		POV/Limo	UL		1.1	25	211	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 6																	
	Common Zone	All	UL	480			283	12	435	91%	5	UO	2545	2262	3548	0.453	0.72
		POV/Limo	UL		1.1	25	117	5	125								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 7																	
	Common Zone	All	UL	825			384	13	460	56%	5	UQ	2725	2342	4127	0.279	0.66
		POV/Limo	UL		1.1	25	217	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 8 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 8 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
CP																	
	Common Zone	All	UL	600			461	17	575	96%	4	NA	890	430	2195	0.479	0.41
		POV/Limo	UL		1.1	25	294	9	225								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	22	1	50								
		RAC Shuttles	UL		0.5	50	47	1	50								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		0.4	40	15	1	40								
		Courtesy	UL		0.8	40	54	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 1																	
	Common Zone	All	UL	720			352	12	385	53%	6	UA	2875	2523	5177	0.267	0.56
		POV/Limo	UL		1.1	25	255	7	175								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 2																	
	Common Zone	All	UL	780			249	11	375	48%	5	UE	2623	2374	4271	0.240	0.61
		POV/Limo	UL		1.1	25	138	5	125								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 3																	
	Common Zone	All	UL	500			284	12	400	80%	5	UL	1764	1480	3693	0.400	0.48
		POV/Limo	UL		1.1	25	173	6	150								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
TBIT																	
	Common Zone	All	UL	715			514	17	525	73%	5	UM	1695	1180	3837	0.367	0.44
		POV/Limo	UL		1.1	25	404	11	275								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
Terminal 4																	
	Common Zone	All	UL	715			366	13	425	59%	5	UN	1647	1281	4127	0.297	0.40
		POV/Limo	UL		1.1	25	256	7	175								
		Charter Bus	UL		2.5	50	7	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	22	1	30								
		Hotel /Motel	UL		1.2	40	16	1	40								
		Courtesy	UL		0.4	40	61	2	80								
Terminal 5																	
	Common Zone	All	UL	500			308	11	360	72%	5	UO	2484	2176	3837	0.360	0.65
		POV/Limo	UL		1.1	25	211	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Flyaway	UL		2.4	50	4	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 6																	
	Common Zone	All	UL	480			214	10	335	70%	5	UO	2484	2270	3982	0.349	0.62
		POV/Limo	UL		1.1	25	117	5	125								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								
Terminal 7																	
	Common Zone	All	UL	825			315	11	360	44%	5	UQ	2664	2349	4271	0.218	0.62
		POV/Limo	UL		1.1	25	217	6	150								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		1.2	40	15	1	40								
		Courtesy	UL		0.4	40	54	1	40								

Appendix K1 Attachment 2
Departures Level Future (2025) With Alternative 9 Curbside Analysis

Terminal	Zone	Mode	Curb Side	Future Length (feet)	Dwell Time (minute)	Vehicle Length (feet)	Future With Alternative 9 Volume	Required Curb Stalls	Required Curb Length (feet)	Curbside Utilization	Total Lanes	Roadway Link	Link Traffic	Pass By Traffic	Roadway Throughput	Curbside Equivalent V/C Ratio	Roadway V/C Ratio
CP																	
	Common Zone	All	UL	600			392	15	475	79%	4	NA	859	467	2418	0.396	0.36
		POV/Limo	UL		1.1	25	294	9	225								
		Charter Bus	UL		2.5	50	6	1	50								
		Transit Bus	UL		1.0	50	0	0	0								
		Flyaway	UL		2.4	50	4	1	50								
		LAX Shuttle. Airline Connections	UL		0.6	50	0	0	0								
		RAC Shuttles	UL		0.5	50	0	0	0								
		Shared Ride Vans	UL		0.8	30	19	1	30								
		Hotel /Motel	UL		0.4	40	15	1	40								
		Courtesy	UL		0.8	40	54	2	80								

Attachment 3
Baseline Roadway Worksheets

Appendix K1 Attachment 3

Arrivals Level Baseline (2009) With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 4 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 4 Curbside Utilization	Baseline (2009) With Alternative 4 Equivalent V/C Ratio	Baseline (2009) With Alternative 4 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 4 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 4 Roadway V/C Ratio	Baseline (2009) With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	68	68							1000	1000	0.07	A	0.07	A		0.00	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CE	Center Way North, east of P4 exit	2	322	322							2000	2000	0.16	A	0.16	A		0.00	--	--
CF	Center Way South, east of P6 exit	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CG	Northbound West Way, south of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CH	Northbound West Way, north of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CI	Southbound West Way, south of lower level roadway	1	401	401							1000	1000	0.40	A	0.40	A		0.00	--	--
CJ	Southbound West Way, south of P4 exit	2	401	401							2000	2000	0.20	A	0.20	A		0.00	--	--
CK	Southbound West Way, south of Center Way	2	340	340							2000	2000	0.17	A	0.17	A		0.00	--	--
CL	Southbound West Way, south of P16 exit	1	261	261							1000	1000	0.26	A	0.26	A		0.00	--	--
CM	Center Way North, east of West Way intersection	2	384	384							2000	2000	0.19	A	0.19	A		0.00	--	--
CN	Center Way South, east of West Way intersection	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CO	Center Way North, east of P3 exit	3	705	705							3000	3000	0.24	A	0.24	A		0.00	--	--
CQ	Center Way North, east of P2 exit	3	705	705							3000	3000	0.24	A	0.24	A		0.00	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CU	Center Way North, east of Theme Way intersection	3	747	747							3000	3000	0.25	A	0.25	A		0.00	--	--
CW	East Way northbound, north of Center Way	2	144	144							2000	2000	0.07	A	0.07	A		0.00	--	--
CX	East Way northbound, south of Center Way	2	144	144							2000	2000	0.07	A	0.07	A		0.00	--	--
CY	East Way southbound, north of Center Way	2	218	218							2000	2000	0.11	A	0.11	A		0.00	--	--
CZ	East Way southbound, south of Center Way	2	218	218							2000	2000	0.11	A	0.11	A		0.00	--	--
CAA	East Way southbound, south of P19 exit	2	218	218							2000	2000	0.11	A	0.11	A		0.00	--	--
CAB	Center Way, east of East Way intersection	4	931	931							4000	4000	0.23	A	0.23	A		0.00	--	--
CAC	Center Way, east of P1 exit	4	1072	1072							4000	4000	0.27	A	0.27	A		0.00	--	--
CAD	Center Way, east of P10 exit	4	1072	1072							4000	4000	0.27	A	0.27	A		0.00	--	--
CAE	Return/exit roadway, north of Center Way	4	32	32							4000	4000	0.01	A	0.01	A		0.00	--	--
CAF	Center Way, east of exit to return/exit	3	1039	1039							3000	3000	0.35	A	0.35	A		0.00	--	--
CAG	Center Way, east of P11 exit	3	1180	1180							3000	3000	0.39	A	0.39	A		0.00	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1180	1180							3000	3000	0.39	A	0.39	A		0.00	--	--
CAI	Center Way, east of upper level ramp	4	1474	1474							4000	4000	0.37	A	0.37	A		0.00	--	--
CAJ	Center Way, east P12 exit	4	1474	1474							4000	4000	0.37	A	0.37	A		0.00	--	--
CAK	Return/exit roadway, north of Center Way	2	467	467							2000	2000	0.23	A	0.23	A		0.00	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	153	153							1000	1000	0.15	A	0.15	A		0.00	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.29	A	0.29	A		0.00	--	--
CAN	Upper level ramp to return/exit	1	423	360							1000	1000	0.42	A	0.36	A		-0.06	--	--
CAO	Return/exit roadway, south of lower level roadway	3	495	433							3000	3000	0.17	A	0.14	A		-0.02	--	--
CAP	Exit to Sky Way	1	185	185							1000	1000	0.19	A	0.19	A		0.00	--	--
LA	Lower level roadway entrance	6	2253	2190							6000	6000	0.38	A	0.37	A		-0.01	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2709	2647							6000	6000	0.45	A	0.44	A		-0.01	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2517	2454	72%	0.553	A	72%	0.553	A	4827	4827	0.52	A	0.51	A	0.00	-0.01	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2487	2424	103%	0.790	C	103%	0.790	C	4303	4303	0.58	A	0.56	A	0.00	-0.01	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2412	2350	98%	0.754	C	98%	0.754	C	4478	4478	0.54	A	0.52	A	0.00	-0.01	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2736	2602	179%	1.374	F	179%	1.374	F	3081	3081	0.89	D	0.84	D	0.00	-0.04	--	--
LG	Terminal 2 outer curb, west of exit to inner curb	7	2654	2520	68%	0.523	A	68%	0.523	A	5002	5002	0.53	A	0.50	A	0.00	-0.03	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2654	2520	182%	1.399	F	182%	1.399	F	2906	2906	0.91	E	0.87	D	0.00	-0.05	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2628	2494	182%	1.399	F	182%	1.399	F	2906	2906	0.90	E	0.86	D	0.00	-0.05	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2643	2509	114%	0.874	D	114%	0.874	D	4129	4129	0.64	B	0.61	B	0.00	-0.03	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2630	2496	84%	0.645	B	84%	0.645	B	3693	3693	0.71	C	0.68	B	0.00	-0.04	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2581	2447	84%	0.645	B	84%	0.645	B	3693	3693	0.70	B	0.66	B	0.00	-0.04	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2635	2502	76%	0.583	A	76%	0.583	A	3837	3837	0.69	B	0.65	B	0.00	-0.03	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2308	2174	76%	0.583	A	76%	0.583	A	3837	3837	0.60	B	0.57	A	0.00	-0.03	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2243	2110	444%	3.419	F	444%	3.419	F	348	348	6.45	F	6.06	F	0.00	-0.38	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2243	2110	115%	0.888	D	115%	0.888	D	3259	3259	0.69	B	0.65	B	0.00	-0.04	--	--
LR	Terminal 3 outer curb, west of P13 exit	5	2030	1896	83%	0.641	B	83%	0.641	B	2307	3693	0.88	D	0.51	A	0.00	-0.37	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	5	2108	1974	70%	0.542	A	70%	0.542	A	2418	3837	0.87	D	0.51	A	0.00	-0.36	--	--
LT	TBIT outer curb, south of exit to inner curb	5	1780	1646	78%	0.596	A	78%	0.596	A	2418	3837	0.74	C	0.43	A	0.00	-0.31	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1712	1578	78%	0.596	A	78%	0.596	A	2418	3837	0.71	C	0.41	A	0.00	-0.30	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1666	1532	83%	0.641	B	83%	0.641	B	2307	3693	0.72	C	0.41	A	0.00	-0.31	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	2005	1872	138%	1.061	F	138%	1.061	F	1748	2969	1.15	F	0.63	B	0.00	-0.52	--	--
LX	Terminal 4 outer curb, east of exit to inner curb	5	1722	1588	110%	0.848	D	110%	0.848	D	1972	3259	0.87	D	0.49	A	0.00	-0.39	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1521	1387	110%	0.848	D	110%	0.848	D	2195	3548	0.69	B	0.39	A	0.00	-0.30	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1521	1387	93%	0.712	C	93%	0.712	C	2195	3548	0.69	B	0.39	A	0.00	-0.30	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1746	1612	294%	2.262	F	294%	2.262	F	430	1123	4.06	F	1.44	F	0.00	-2.62	--	--
LAC	Outer curb, east of West Way intersection	5	1878	1744	135%	1.040	F	135%	1.040	F	2969	2969	0.63	B	0.59	A	0.00	-0.05	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1878	1744	69%	0.534	A	69%	0.534	A	3982	3982	0.47	A	0.44	A	0.00	-0.03	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1878	1744	167%	1.282	F	167%	1.282	F	2535	2535	0.74	C	0.69	B	0.00	-0.05	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1641	1507	100%	0.769	C	100%	0.769	C	3403	3403	0.48	A	0.44	A	0.00	-0.04	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1641	1507	217%	1.672	F	217%	1.672	F	1907	1907	0.86	D	0.79	C	0.00	-0.07	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1641	1507	79%	0.611	B	79%	0.611	B	3837	3837	0.43	A	0.39	A	0.00	-0.03	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1465	1331	211%	1.625	F	211%	1.625	F	1907	1907	0.77	C	0.70	B	0.00	-0.07	--	--
LAJ	Outer curb, east of East Way intersection	6	1683	1550	103%	0.793	C	103%	0.793	C	3403	3403	0.49	A	0.46	A	0.00	-0.04	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1601	1467	103%	0.793	C	103%	0.793	C	3403	3403	0.47	A	0.43	A	0.00	-0.04	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1567	1433	189%	1.451	F	189%	1.451	F	2246	2246	0.70	B	0.64	B	0.00	-0.06	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1531	1397	78%	0.601	B	78%	0.601	B	3837	3837	0.40	A	0.36	A	0.00	-0.03	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1465	1331	104%	0.801	D	104%	0.801	D	3403	3403	0.43	A	0.39	A	0.00	-0.04	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1497	1434							5000	5000	0.30	A	0.29	A		-0.01	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1815	1752							5000	5000	0.36	A	0.35	A		-0.01	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1815	1752							5000	5000	0.36	A	0.35	A		-0.01	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1851	1788							5000	5000	0.37	A	0.36	A		-0.01	--	--
LAS	Lower level exit 1 (south)	2	1054	1000							2000	2000	0.53	A	0.50	A		-0.03	--	--
LAT	Lower level exit 2 (east)	3	1803	1703							3000	3000	0.60	B	0.57	A		-0.03	--	--
LAU	Entrance from Sky Way	3	589	589							3000	3000	0.20	A	0.20	A		0.00	--	--
IA	Terminal 1 inner curb, east	3	188	188							3000	3000	0.06	A	0.06	A		0.00	--	--
IB	Terminal 1 inner curb, center	3	323	323	52%	0.261	A	34%	0.261	A	1592	1592	0.20	A	0.20	A	0.00	0.00	--	--
IC	Terminal 1 inner curb, west	3	323	323	103%	0.517	A	67%	0.517	A	1183	1183	0.27	A	0.27	A	0.00	0.00	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	0	71							1183	1183	0.00	A	0.06	A		0.06	--	--
IE	Terminal 2 inner curb, east	3	80	151	24%	0.121	A	16%	0.121	A	1837	1837	0.04	A	0.08	A	0.00	0.04	--	--
IF	Terminal 2 inner curb, center	3	65	136	24%	0.121	A	16%	0.121	A	1918	1918	0.03	A	0.07	A	0.00	0.04	--	--
IG	Terminal 2 inner curb, center west	3	80	151	14%	0.070	A	9%	0.070	A	1918	1918	0.04	A	0.08	A	0.00	0.04	--	--

A	0.45
B	0.55
C	0.65
D	0.85

Appendix K1 Attachment 3

Arrivals Level Baseline (2009) With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 4 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 4 Curbside Utilization	Baseline (2009) With Alternative 4 Equivalent V/C Ratio	Baseline (2009) With Alternative 4 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 4 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 4 Roadway V/C Ratio	Baseline (2009) With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IH	Terminal 2 inner curb, west	3	25	96							1918	1918	0.01	A	0.05	A		0.04	--	--
II	Terminal 3 inner curb, center	3	90	161	16%	0.080	A	10%	0.080	A	1918	1918	0.05	A	0.08	A	0.00	0.04	--	--
IJ	Terminal 3 inner curb, west	3	12	83	120%	0.600	A	78%	0.600	A	1020	1020	0.01	A	0.08	A	0.00	0.07	--	--
IK	TBIT inner curb, center	3	340	411	55%	0.276	A	36%	0.276	A	1592	1592	0.21	A	0.26	A	0.00	0.04	--	--
IL	TBIT inner curb, south	3	386	457							1592	1592	0.24	A	0.29	A		0.04	--	--
IM	Inner curb between TBIT and Terminal 4	3	46	117							3000	3000	0.02	A	0.04	A		0.02	--	--
IN	Terminal 4 inner curb	3	330	401	33%	0.167	A	22%	0.167	A	1755	1755	0.19	A	0.23	A	0.00	0.04	--	--
IO	Terminal 5 inner curb, west	3	31	102							1755	1755	0.02	A	0.06	A		0.04	--	--
IP	Terminal 5 inner curb, center	3	160	231	37%	0.187	A	24%	0.187	A	1755	1755	0.09	A	0.13	A	0.00	0.04	--	--
IQ	Terminal 6 inner curb, center	3	235	306	35%	0.175	A	23%	0.175	A	1755	1755	0.13	A	0.17	A	0.00	0.04	--	--
IR	Terminal 6 inner curb, east	3	267	338	120%	0.600	A	78%	0.600	A	1020	1020	0.26	A	0.33	A	0.00	0.07	--	--
IS	Terminal 7 inner curb, west	3	349	420	38%	0.192	A	25%	0.192	A	1755	1755	0.20	A	0.24	A	0.00	0.04	--	--
IT	Terminal 7 inner curb, center	3	385	456	38%	0.192	A	25%	0.192	A	1755	1755	0.22	A	0.26	A	0.00	0.04	--	--
IU	Terminal 8 inner curb	3	353	353							3000	3000	0.12	A	0.12	A		0.00	--	--
IV	Connection to outer curb, east of Terminal 8	1	36	36							1000	1000	0.04	A	0.04	A		0.00	--	--
IW	Connection to outer curb, east of exit to parking	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--
IX	Connection to outer curb, east of entrance from service road	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 1-2 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 1-2 Curbside Utilization	Baseline (2009) With Alternative 1-2 Equivalent V/C Ratio	Baseline (2009) With Alternative 1-2 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 1-2 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 1-2 Roadway V/C Ratio	Baseline (2009) With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	68	63							1000	1000	0.07	A	0.06	A		-0.01	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CE	Center Way North, east of P4 exit	2	322	317							2000	2000	0.16	A	0.16	A		0.00	--	--
CF	Center Way South, east of P6 exit	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CG	Northbound West Way, south of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CH	Northbound West Way, north of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CI	Southbound West Way, south of lower level roadway	1	401	380							1000	1000	0.40	A	0.38	A		-0.02	--	--
CJ	Southbound West Way, south of P4 exit	2	401	380							2000	2000	0.20	A	0.19	A		-0.01	--	--
CK	Southbound West Way, south of Center Way	2	340	323							2000	2000	0.17	A	0.16	A		-0.01	--	--
CL	Southbound West Way, south of P16 exit	1	261	245							1000	1000	0.26	A	0.24	A		-0.02	--	--
CM	Center Way North, east of West Way intersection	2	384	374							2000	2000	0.19	A	0.19	A		-0.01	--	--
CN	Center Way South, east of West Way intersection	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CO	Center Way North, east of P3 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CQ	Center Way North, east of P2 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CU	Center Way North, east of Theme Way intersection	3	747	737							3000	3000	0.25	A	0.25	A		0.00	--	--
CW	East Way northbound, north of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CX	East Way northbound, south of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CY	East Way southbound, north of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CZ	East Way southbound, south of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAA	East Way southbound, south of P19 exit	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAB	Center Way, east of East Way intersection	4	931	921							4000	4000	0.23	A	0.23	A		0.00	--	--
CAC	Center Way, east of P1 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAD	Center Way, east of P10 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAE	Return/exit roadway, north of Center Way	4	32	29							4000	4000	0.01	A	0.01	A		0.00	--	--
CAF	Center Way, east of exit to return/exit	3	1039	1032							3000	3000	0.35	A	0.34	A		0.00	--	--
CAG	Center Way, east of P11 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAI	Center Way, east of upper level ramp	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAJ	Center Way, east P12 exit	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAK	Return/exit roadway, north of Center Way	2	467	444							2000	2000	0.23	A	0.22	A		-0.01	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	153	145							1000	1000	0.15	A	0.14	A		-0.01	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.29	A	0.29	A		0.00	--	--
CAN	Upper level ramp to return/exit	1	423	407							1000	1000	0.42	A	0.41	A		-0.02	--	--
CAO	Return/exit roadway, south of lower level roadway	3	495	479							3000	3000	0.17	A	0.16	A		-0.01	--	--
CAP	Exit to Sky Way	1	185	0							1000	1000	0.19	A	0.00	A		-0.19	--	--
LA	Lower level roadway entrance	6	2253	2156							6000	6000	0.38	A	0.36	A		-0.02	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2709	2590							6000	6000	0.45	A	0.43	A		-0.02	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2517	2406	72%	0.553	A	72%	0.553	A	4827	4827	0.52	A	0.50	A	0.00	-0.02	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2487	2376	103%	0.790	C	34%	0.263	A	4303	5526	0.58	A	0.43	A	-0.53	-0.15	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2412	2302	98%	0.754	C	98%	0.754	C	4478	4478	0.54	A	0.51	A	0.00	-0.02	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2736	2540	179%	1.374	F	179%	1.374	F	3081	3081	0.89	D	0.82	D	0.00	-0.06	--	--
LG	Terminal 2 outer curb, west of exit to inner curb	7	2654	2465	68%	0.523	A	68%	0.523	A	5002	5002	0.53	A	0.49	A	0.00	-0.04	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2654	2465	182%	1.399	F	182%	1.399	F	2906	2906	0.91	E	0.85	D	0.00	-0.06	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2628	2439	182%	1.399	F	182%	1.399	F	2906	2906	0.90	E	0.84	D	0.00	-0.06	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2643	2452	114%	0.874	D	114%	0.874	D	4129	4129	0.64	B	0.59	A	0.00	-0.05	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2630	2439	84%	0.645	B	28%	0.215	A	3693	4561	0.71	C	0.53	A	-0.43	-0.18	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2581	2390	84%	0.645	B	28%	0.215	A	3693	4561	0.70	B	0.52	A	-0.43	-0.17	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2635	2441	76%	0.583	A	76%	0.583	A	3837	3837	0.69	B	0.64	B	0.00	-0.05	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2308	2135	76%	0.583	A	76%	0.583	A	3837	3837	0.60	B	0.56	A	0.00	-0.05	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2243	2078	444%	3.419	F	444%	3.419	F	348	348	6.45	F	5.97	F	0.00	-0.48	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2243	2078	115%	0.888	D	38%	0.296	A	3259	4416	0.69	B	0.47	A	-0.59	-0.22	--	--
LR	Terminal 3 outer curb, west of P13 exit	5	2030	1864	83%	0.641	B	83%	0.641	B	2307	3693	0.88	D	0.50	A	0.00	-0.38	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	5	2108	1933	70%	0.542	A	70%	0.542	A	2418	3837	0.87	D	0.50	A	0.00	-0.37	--	--
LT	TBIT outer curb, south of exit to inner curb	5	1780	1629	78%	0.596	A	78%	0.596	A	2418	3837	0.74	C	0.42	A	0.00	-0.31	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1712	1566	78%	0.596	A	78%	0.596	A	2418	3837	0.71	C	0.41	A	0.00	-0.30	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1666	1520	83%	0.641	B	28%	0.214	A	2307	4561	0.72	C	0.33	A	-0.43	-0.39	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	2005	1836	138%	1.061	F	138%	1.061	F	1748	2969	1.15	F	0.62	B	0.00	-0.53	--	--
LX	Terminal 4 outer curb, east of exit to inner curb	5	1722	1569	110%	0.848	D	37%	0.283	A	1972	4416	0.87	D	0.36	A	-0.57	-0.52	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1521	1368	110%	0.848	D	37%	0.283	A	2195	3548	0.69	B	0.39	A	-0.57	-0.31	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1521	1368	93%	0.712	C	93%	0.712	C	2195	3548	0.69	B	0.39	A	0.00	-0.31	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1746	1576	294%	2.262	F	294%	2.262	F	430	1123	4.06	F	1.40	F	0.00	-2.66	--	--
LAC	Outer curb, east of West Way intersection	5	1878	1701	135%	1.040	F	135%	1.040	F	2969	2969	0.63	B	0.57	A	0.00	-0.06	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1878	1701	69%	0.534	A	69%	0.534	A	3982	3982	0.47	A	0.43	A	0.00	-0.04	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1878	1701	167%	1.282	F	56%	0.427	A	2535	4127	0.74	C	0.41	A	-0.85	-0.33	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1641	1472	100%	0.769	C	100%	0.769	C	3403	3403	0.48	A	0.43	A	0.00	-0.05	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1641	1472	217%	1.672	F	217%	1.672	F	1907	1907	0.86	D	0.77	C	0.00	-0.09	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1641	1472	79%	0.611	B	79%	0.611	B	3837	3837	0.43	A	0.38	A	0.00	-0.04	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1465	1302	211%	1.625	F	70%	0.542	A	1907	3837	0.77	C	0.34	A	-1.08	-0.43	--	--
LAJ	Outer curb, east of East Way intersection	6	1683	1514	103%	0.793	C	103%	0.793	C	3403	3403	0.49	A	0.44	A	0.00	-0.05	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1601	1434	103%	0.793	C	103%	0.793	C	3403	3403	0.47	A	0.42	A	0.00	-0.05	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1567	1400	189%	1.451	F	189%	1.451	F	2246	2246	0.70	B	0.62	B	0.00	-0.07	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1531	1364	78%	0.601	B	78%	0.601	B	3837	3837	0.40	A	0.36	A	0.00	-0.04	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1465	1298	104%	0.801	D	35%	0.267	A	3403	4416	0.43	A	0.29	A	-0.53	-0.14	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1497	1330							5000	5000	0.30	A	0.27	A		-0.03	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1815	1628							5000	5000	0.36	A	0.33	A		-0.04	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1815	1628							5000	5000	0.36	A	0.33	A		-0.04	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1851	1664							5000	5000	0.37	A	0.33	A		-0.04	--	--
LAS	Lower level exit 1 (south)	2	1054	967							2000	2000	0.53	A	0.48	A		-0.04	--	--
LAT	Lower level exit 2 (east)	3	1803	1639							3000	3000	0.60	B	0.55	A		-0.05	--	--
LAU	Entrance from Sky Way	3	589	0							3000	3000	0.20	A	0.00	A		-0.20	--	--
IA	Terminal 1 inner curb, east	3	188	110							3000	3000	0.06	A	0.04	A		-0.03	--	--
IB	Terminal 1 inner curb, center	3	323	238	52%	0.261	A	29%	0.224	A	1592	1673	0.20	A	0.14	A	-0.04	-0.06	--	--

A	0.45
B	0.55
C	0.65
D	0.85

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 1-2 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 1-2 Curbside Utilization	Baseline (2009) With Alternative 1-2 Equivalent V/C Ratio	Baseline (2009) With Alternative 1-2 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 1-2 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 1-2 Roadway V/C Ratio	Baseline (2009) With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IC	Terminal 1 inner curb, west	3	323	238	103%	0.517	A	0%	0.000	A	1183	2000	0.27	A	0.12	A	-0.52	-0.15	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	0	0							1183	2000	0.00	A	0.00	A		0.00	--	--
IE	Terminal 2 inner curb, east	3	80	73	24%	0.121	A	16%	0.121	A	1837	1837	0.04	A	0.04	A	0.00	0.00	--	--
IF	Terminal 2 inner curb, center	3	65	60	24%	0.121	A	16%	0.121	A	1918	1918	0.03	A	0.03	A	0.00	0.00	--	--
IG	Terminal 2 inner curb, center west	3	80	75	14%	0.070	A	9%	0.070	A	1918	1918	0.04	A	0.04	A	0.00	0.00	--	--
IH	Terminal 2 inner curb, west	3	25	24							1918	1918	0.01	A	0.01	A		0.00	--	--
II	Terminal 3 inner curb, center	3	90	81	16%	0.080	A	10%	0.080	A	1918	1918	0.05	A	0.04	A	0.00	0.00	--	--
IJ	Terminal 3 inner curb, west	3	12	12	120%	0.600	A	0%	0.000	A	1020	2000	0.01	A	0.01	A	-0.60	-0.01	--	--
IK	TBIT inner curb, center	3	340	315	55%	0.276	A	32%	0.248	A	1592	1673	0.21	A	0.19	A	-0.03	-0.03	--	--
IL	TBIT inner curb, south	3	386	361							1592	1673	0.24	A	0.22	A		-0.03	--	--
IM	Inner curb between TBIT and Terminal 4	3	46	46							3000	3000	0.02	A	0.02	A		0.00	--	--
IN	Terminal 4 inner curb	3	330	313	33%	0.167	A	22%	0.167	A	1755	1755	0.19	A	0.18	A	0.00	-0.01	--	--
IO	Terminal 5 inner curb, west	3	31	31							1755	1755	0.02	A	0.02	A		0.00	--	--
IP	Terminal 5 inner curb, center	3	160	151	37%	0.187	A	24%	0.187	A	1755	1755	0.09	A	0.09	A	0.00	0.00	--	--
IQ	Terminal 6 inner curb, center	3	235	218	35%	0.175	A	20%	0.150	A	1755	1837	0.13	A	0.12	A	-0.03	-0.02	--	--
IR	Terminal 6 inner curb, east	3	267	250	120%	0.600	A	0%	0.000	A	1020	2000	0.26	A	0.12	A	-0.60	-0.14	--	--
IS	Terminal 7 inner curb, west	3	349	330	38%	0.192	A	25%	0.192	A	1755	1755	0.20	A	0.19	A	0.00	-0.01	--	--
IT	Terminal 7 inner curb, center	3	385	366	38%	0.192	A	25%	0.192	A	1755	1755	0.22	A	0.21	A	0.00	-0.01	--	--
IU	Terminal 8 inner curb	3	353	334							3000	3000	0.12	A	0.11	A		-0.01	--	--
IV	Connection to outer curb, east of Terminal 8	1	36	36							1000	1000	0.04	A	0.04	A		0.00	--	--
IW	Connection to outer curb, east of exit to parking	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--
IX	Connection to outer curb, east of entrance from service road	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 8 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 8 Curbside Utilization	Baseline (2009) With Alternative 8 Equivalent V/C Ratio	Baseline (2009) With Alternative 8 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 8 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 8 Roadway V/C Ratio	Baseline (2009) With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	68	63							1000	1000	0.07	A	0.06	A		-0.01	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CE	Center Way North, east of P4 exit	2	322	317							2000	2000	0.16	A	0.16	A		0.00	--	--
CF	Center Way South, east of P6 exit	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CG	Northbound West Way, south of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CH	Northbound West Way, north of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CI	Southbound West Way, south of lower level roadway	1	401	380							1000	1000	0.40	A	0.38	A		-0.02	--	--
CJ	Southbound West Way, south of P4 exit	2	401	380							2000	2000	0.20	A	0.19	A		-0.01	--	--
CK	Southbound West Way, south of Center Way	2	340	323							2000	2000	0.17	A	0.16	A		-0.01	--	--
CL	Southbound West Way, south of P16 exit	1	261	245							1000	1000	0.26	A	0.24	A		-0.02	--	--
CM	Center Way North, east of West Way intersection	2	384	374							2000	2000	0.19	A	0.19	A		-0.01	--	--
CN	Center Way South, east of West Way intersection	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CO	Center Way North, east of P3 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CQ	Center Way North, east of P2 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CU	Center Way North, east of Theme Way intersection	3	747	737							3000	3000	0.25	A	0.25	A		0.00	--	--
CW	East Way northbound, north of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CX	East Way northbound, south of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CY	East Way southbound, north of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CZ	East Way southbound, south of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAA	East Way southbound, south of P19 exit	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAB	Center Way, east of East Way intersection	4	931	921							4000	4000	0.23	A	0.23	A		0.00	--	--
CAC	Center Way, east of P1 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAD	Center Way, east of P10 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAE	Return/exit roadway, north of Center Way	4	32	29							4000	4000	0.01	A	0.01	A		0.00	--	--
CAF	Center Way, east of exit to return/exit	3	1039	1032							3000	3000	0.35	A	0.34	A		0.00	--	--
CAG	Center Way, east of P11 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAI	Center Way, east of upper level ramp	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAJ	Center Way, east P12 exit	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAK	Return/exit roadway, north of Center Way	2	467	444							2000	2000	0.23	A	0.22	A		-0.01	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	153	145							1000	1000	0.15	A	0.14	A		-0.01	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.29	A	0.29	A		0.00	--	--
CAN	Upper level ramp to return/exit	1	423	340							1000	1000	0.42	A	0.34	A		-0.08	--	--
CAO	Return/exit roadway, south of lower level roadway	3	495	412							3000	3000	0.17	A	0.14	A		-0.03	--	--
CAP	Exit to Sky Way	1	185	0							1000	1000	0.19	A	0.00	A		-0.19	--	--
LA	Lower level roadway entrance	6	2253	2088							6000	6000	0.38	A	0.35	A		-0.03	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2709	2523							6000	6000	0.45	A	0.42	A		-0.03	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2517	2339	72%	0.553	A	72%	0.553	A	4827	4827	0.52	A	0.48	A	0.00	-0.04	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2487	2309	103%	0.790	C	34%	0.263	A	4303	5526	0.58	A	0.42	A	-0.53	-0.16	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2412	2235	98%	0.754	C	49%	0.377	A	4478	5351	0.54	A	0.42	A	-0.38	-0.12	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2736	2472	179%	1.374	F	179%	1.374	F	3081	3081	0.89	D	0.80	D	0.00	-0.09	--	--
LG	Terminal 2 outer curb, west of exit to inner curb	7	2654	2398	68%	0.523	A	68%	0.523	A	5002	5002	0.53	A	0.48	A	0.00	-0.05	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2654	2398	182%	1.399	F	182%	1.399	F	2906	2906	0.91	E	0.83	D	0.00	-0.09	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2628	2372	182%	1.399	F	182%	1.399	F	2906	2906	0.90	E	0.82	D	0.00	-0.09	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2643	2385	114%	0.874	D	57%	0.437	A	4129	5177	0.64	B	0.46	A	-0.44	-0.18	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2630	2372	84%	0.645	B	28%	0.215	A	3693	4561	0.71	C	0.52	A	-0.43	-0.19	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2581	2323	84%	0.645	B	28%	0.215	A	3693	4561	0.70	B	0.51	A	-0.43	-0.19	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2635	2374	76%	0.583	A	76%	0.583	A	3837	3837	0.69	B	0.62	B	0.00	-0.07	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2308	2067	76%	0.583	A	76%	0.583	A	3837	3837	0.60	B	0.54	A	0.00	-0.06	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2243	2010	444%	3.419	F	444%	3.419	F	348	348	6.45	F	5.78	F	0.00	-0.67	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2243	2010	115%	0.888	D	38%	0.296	A	3259	4416	0.69	B	0.46	A	-0.59	-0.23	--	--
LR	Terminal 3 outer curb, west of P13 exit	5	2030	1797	83%	0.641	B	42%	0.321	A	2307	4271	0.88	D	0.42	A	-0.32	-0.46	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	5	2108	1866	70%	0.542	A	70%	0.542	A	2418	3837	0.87	D	0.49	A	0.00	-0.39	--	--
LT	TBIT outer curb, south of exit to inner curb	5	1780	1562	78%	0.596	A	39%	0.298	A	2418	4416	0.74	C	0.35	A	-0.30	-0.38	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1712	1499	78%	0.596	A	39%	0.298	A	2418	4416	0.71	C	0.34	A	-0.30	-0.37	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1666	1453	83%	0.641	B	28%	0.214	A	2307	4561	0.72	C	0.32	A	-0.43	-0.40	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	2005	1768	138%	1.061	F	138%	1.061	F	1748	2969	1.15	F	0.60	A	0.00	-0.55	--	--
LX	Terminal 4 outer curb, east of exit to inner curb	5	1722	1502	110%	0.848	D	37%	0.283	A	1972	4416	0.87	D	0.34	A	-0.57	-0.53	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1521	1301	110%	0.848	D	37%	0.283	A	2195	4271	0.69	B	0.30	A	-0.57	-0.39	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1521	1301	93%	0.712	C	46%	0.356	A	2195	4271	0.69	B	0.30	A	-0.36	-0.39	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1746	1509	294%	2.262	F	294%	2.262	F	430	1123	4.06	F	1.34	F	0.00	-2.72	--	--
LAC	Outer curb, east of West Way intersection	5	1878	1633	135%	1.040	F	135%	1.040	F	2969	2969	0.63	B	0.55	A	0.00	-0.08	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1878	1633	69%	0.534	A	35%	0.267	A	3982	4416	0.47	A	0.37	A	-0.27	-0.10	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1878	1633	167%	1.282	F	56%	0.427	A	2535	4127	0.74	C	0.40	A	-0.85	-0.34	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1641	1405	100%	0.769	C	100%	0.769	C	3403	3403	0.48	A	0.41	A	0.00	-0.07	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1641	1405	217%	1.672	F	217%	1.672	F	1907	1907	0.86	D	0.74	C	0.00	-0.12	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1641	1405	79%	0.611	B	40%	0.305	A	3837	4416	0.43	A	0.32	A	-0.31	-0.11	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1465	1235	211%	1.625	F	70%	0.542	A	1907	3837	0.77	C	0.32	A	-1.08	-0.45	--	--
LAJ	Outer curb, east of East Way intersection	6	1683	1447	103%	0.793	C	103%	0.793	C	3403	3403	0.49	A	0.43	A	0.00	-0.07	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1601	1367	103%	0.793	C	103%	0.793	C	3403	3403	0.47	A	0.40	A	0.00	-0.07	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1567	1332	189%	1.451	F	189%	1.451	F	2246	2246	0.70	B	0.59	A	0.00	-0.10	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1531	1296	78%	0.601	B	39%	0.300	A	3837	4416	0.40	A	0.29	A	-0.30	-0.11	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1465	1231	104%	0.801	D	35%	0.267	A	3403	4416	0.43	A	0.28	A	-0.53	-0.15	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1497	1263							5000	5000	0.30	A	0.25	A		-0.05	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1815	1561							5000	5000	0.36	A	0.31	A		-0.05	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1815	1561							5000	5000	0.36	A	0.31	A		-0.05	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1851	1597							5000	5000	0.37	A	0.32	A		-0.05	--	--
LAS	Lower level exit 1 (south)	2	1054	944							2000	2000	0.53	A	0.47	A		-0.06	--	--
LAT	Lower level exit 2 (east)	3	1803	1595							3000	3000	0.60	B	0.53	A		-0.07	--	--
LAU	Entrance from Sky Way	3	589	0							3000	3000	0.20	A	0.00	A		-0.20	--	--
IA	Terminal 1 inner curb, east	3	188	110							3000	3000	0.06	A	0.04	A		-0.03	--	--
IB	Terminal 1 inner curb, center	3	323	238	52%	0.261	A	29%	0.224	A	1592	1673	0.20	A	0.14	A	-0.04	-0.06	--	--

A	0.45
B	0.55
C	0.65
D	0.85

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 8 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 8 Curbside Utilization	Baseline (2009) With Alternative 8 Equivalent V/C Ratio	Baseline (2009) With Alternative 8 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 8 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 8 Roadway V/C Ratio	Baseline (2009) With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IC	Terminal 1 inner curb, west	3	323	238	103%	0.517	A	0%	0.000	A	1183	2000	0.27	A	0.12	A	-0.52	-0.15	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	0	0							1183	2000	0.00	A	0.00	A		0.00	--	--
IE	Terminal 2 inner curb, east	3	80	73	24%	0.121	A	16%	0.121	A	1837	1837	0.04	A	0.04	A	0.00	0.00	--	--
IF	Terminal 2 inner curb, center	3	65	60	24%	0.121	A	16%	0.121	A	1918	1918	0.03	A	0.03	A	0.00	0.00	--	--
IG	Terminal 2 inner curb, center west	3	80	75	14%	0.070	A	9%	0.070	A	1918	1918	0.04	A	0.04	A	0.00	0.00	--	--
IH	Terminal 2 inner curb, west	3	25	24							1918	1918	0.01	A	0.01	A		0.00	--	--
II	Terminal 3 inner curb, center	3	90	81	16%	0.080	A	10%	0.080	A	1918	1918	0.05	A	0.04	A	0.00	0.00	--	--
IJ	Terminal 3 inner curb, west	3	12	12	120%	0.600	A	0%	0.000	A	1020	2000	0.01	A	0.01	A	-0.60	-0.01	--	--
IK	TBIT inner curb, center	3	340	315	55%	0.276	A	32%	0.248	A	1592	1673	0.21	A	0.19	A	-0.03	-0.03	--	--
IL	TBIT inner curb, south	3	386	361							1592	1673	0.24	A	0.22	A		-0.03	--	--
IM	Inner curb between TBIT and Terminal 4	3	46	46							3000	3000	0.02	A	0.02	A		0.00	--	--
IN	Terminal 4 inner curb	3	330	313	33%	0.167	A	22%	0.167	A	1755	1755	0.19	A	0.18	A	0.00	-0.01	--	--
IO	Terminal 5 inner curb, west	3	31	31							1755	1755	0.02	A	0.02	A		0.00	--	--
IP	Terminal 5 inner curb, center	3	160	151	37%	0.187	A	24%	0.187	A	1755	1755	0.09	A	0.09	A	0.00	0.00	--	--
IQ	Terminal 6 inner curb, center	3	235	218	35%	0.175	A	20%	0.150	A	1755	1837	0.13	A	0.12	A	-0.03	-0.02	--	--
IR	Terminal 6 inner curb, east	3	267	250	120%	0.600	A	0%	0.000	A	1020	2000	0.26	A	0.12	A	-0.60	-0.14	--	--
IS	Terminal 7 inner curb, west	3	349	330	38%	0.192	A	25%	0.192	A	1755	1755	0.20	A	0.19	A	0.00	-0.01	--	--
IT	Terminal 7 inner curb, center	3	385	366	38%	0.192	A	25%	0.192	A	1755	1755	0.22	A	0.21	A	0.00	-0.01	--	--
IU	Terminal 8 inner curb	3	353	334							3000	3000	0.12	A	0.11	A		-0.01	--	--
IV	Connection to outer curb, east of Terminal 8	1	36	36							1000	1000	0.04	A	0.04	A		0.00	--	--
IW	Connection to outer curb, east of exit to parking	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--
IX	Connection to outer curb, east of entrance from service road	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 9 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 9 Curbside Utilization	Baseline (2009) With Alternative 9 Equivalent V/C Ratio	Baseline (2009) With Alternative 9 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 9 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 9 Roadway V/C Ratio	Baseline (2009) With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	68	63							1000	1000	0.07	A	0.06	A		-0.01	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CE	Center Way North, east of P4 exit	2	322	317							2000	2000	0.16	A	0.16	A		0.00	--	--
CF	Center Way South, east of P6 exit	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CG	Northbound West Way, south of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CH	Northbound West Way, north of Center Way	1	73	73							1000	1000	0.07	A	0.07	A		0.00	--	--
CI	Southbound West Way, south of lower level roadway	1	401	380							1000	1000	0.40	A	0.38	A		-0.02	--	--
CJ	Southbound West Way, south of P4 exit	2	401	380							2000	2000	0.20	A	0.19	A		-0.01	--	--
CK	Southbound West Way, south of Center Way	2	340	323							2000	2000	0.17	A	0.16	A		-0.01	--	--
CL	Southbound West Way, south of P16 exit	1	261	245							1000	1000	0.26	A	0.24	A		-0.02	--	--
CM	Center Way North, east of West Way intersection	2	384	374							2000	2000	0.19	A	0.19	A		-0.01	--	--
CN	Center Way South, east of West Way intersection	2	280	280							2000	2000	0.14	A	0.14	A		0.00	--	--
CO	Center Way North, east of P3 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CQ	Center Way North, east of P2 exit	3	705	695							3000	3000	0.24	A	0.23	A		0.00	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.00	A	0.00	A		0.00	--	--
CU	Center Way North, east of Theme Way intersection	3	747	737							3000	3000	0.25	A	0.25	A		0.00	--	--
CW	East Way northbound, north of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CX	East Way northbound, south of Center Way	2	144	138							2000	2000	0.07	A	0.07	A		0.00	--	--
CY	East Way southbound, north of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CZ	East Way southbound, south of Center Way	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAA	East Way southbound, south of P19 exit	2	218	212							2000	2000	0.11	A	0.11	A		0.00	--	--
CAB	Center Way, east of East Way intersection	4	931	921							4000	4000	0.23	A	0.23	A		0.00	--	--
CAC	Center Way, east of P1 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAD	Center Way, east of P10 exit	4	1072	1061							4000	4000	0.27	A	0.27	A		0.00	--	--
CAE	Return/exit roadway, north of Center Way	4	32	29							4000	4000	0.01	A	0.01	A		0.00	--	--
CAF	Center Way, east of exit to return/exit	3	1039	1032							3000	3000	0.35	A	0.34	A		0.00	--	--
CAG	Center Way, east of P11 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1180	1173							3000	3000	0.39	A	0.39	A		0.00	--	--
CAI	Center Way, east of upper level ramp	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAJ	Center Way, east P12 exit	4	1474	1467							4000	4000	0.37	A	0.37	A		0.00	--	--
CAK	Return/exit roadway, north of Center Way	2	467	401							2000	2000	0.23	A	0.20	A		-0.03	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	153	102							1000	1000	0.15	A	0.10	A		-0.05	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.29	A	0.29	A		0.00	--	--
CAN	Upper level ramp to return/exit	1	423	274							1000	1000	0.42	A	0.27	A		-0.15	--	--
CAO	Return/exit roadway, south of lower level roadway	3	495	303							3000	3000	0.17	A	0.10	A		-0.06	--	--
CAP	Exit to Sky Way	1	185	0							1000	1000	0.19	A	0.00	A		-0.19	--	--
LA	Lower level roadway entrance	6	2253	2023							6000	6000	0.38	A	0.34	A		-0.04	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2709	2457							6000	6000	0.45	A	0.41	A		-0.04	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2517	2273	72%	0.553	A	0%	0.000	A	4827	6050	0.52	A	0.38	A	-0.55	-0.15	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2487	2243	103%	0.790	C	34%	0.263	A	4303	5526	0.58	A	0.41	A	-0.53	-0.17	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2412	2169	98%	0.754	C	0%	0.000	A	4478	6050	0.54	A	0.36	A	-0.75	-0.18	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2736	2407	179%	1.374	F	179%	1.374	F	3081	3081	0.89	D	0.78	C	0.00	-0.11	--	--
LG	Terminal 2 outer curb, west of exit to inner curb	7	2654	2332	68%	0.523	A	0%	0.000	A	5002	6050	0.53	A	0.39	A	-0.52	-0.15	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2654	2332	182%	1.399	F	182%	1.399	F	2906	2906	0.91	E	0.80	D	0.00	-0.11	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2628	2306	182%	1.399	F	182%	1.399	F	2906	2906	0.90	E	0.79	C	0.00	-0.11	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2643	2319	114%	0.874	D	0%	0.000	A	4129	6050	0.64	B	0.38	A	-0.87	-0.26	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2630	2306	84%	0.645	B	28%	0.215	A	3693	4561	0.71	C	0.51	A	-0.43	-0.21	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2581	2257	84%	0.645	B	28%	0.215	A	3693	4561	0.70	B	0.49	A	-0.43	-0.20	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2635	2308	76%	0.583	A	0%	0.000	A	3837	4850	0.69	B	0.48	A	-0.58	-0.21	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2308	2002	76%	0.583	A	0%	0.000	A	3837	4850	0.60	B	0.41	A	-0.58	-0.19	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2243	1945	444%	3.419	F	444%	3.419	F	348	348	6.45	F	5.59	F	0.00	-0.86	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2243	1945	115%	0.888	D	38%	0.296	A	3259	4416	0.69	B	0.44	A	-0.59	-0.25	--	--
LR	Terminal 3 outer curb, west of P13 exit	5	2030	1731	83%	0.641	B	0%	0.000	A	2307	4850	0.88	D	0.36	A	-0.64	-0.52	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	5	2108	1800	70%	0.542	A	0%	0.000	A	2418	4850	0.87	D	0.37	A	-0.54	-0.50	--	--
LT	TBIT outer curb, south of exit to inner curb	5	1780	1496	78%	0.596	A	0%	0.000	A	2418	4850	0.74	C	0.31	A	-0.60	-0.43	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1712	1433	78%	0.596	A	0%	0.000	A	2418	4850	0.71	C	0.30	A	-0.60	-0.41	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1666	1387	83%	0.641	B	28%	0.214	A	2307	4561	0.72	C	0.30	A	-0.43	-0.42	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	2005	1703	138%	1.061	F	138%	1.061	F	1748	2969	1.15	F	0.57	A	0.00	-0.57	--	--
LX	Terminal 4 outer curb, east of exit to inner curb	5	1722	1436	110%	0.848	D	37%	0.283	A	1972	4416	0.87	D	0.33	A	-0.57	-0.55	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1521	1235	110%	0.848	D	37%	0.283	A	2195	4850	0.69	B	0.25	A	-0.57	-0.44	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1521	1235	93%	0.712	C	0%	0.000	A	2195	4850	0.69	B	0.25	A	-0.71	-0.44	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1746	1443	294%	2.262	F	294%	2.262	F	430	1123	4.06	F	1.29	F	0.00	-2.78	--	--
LAC	Outer curb, east of West Way intersection	5	1878	1568	135%	1.040	F	0%	0.000	A	2969	4850	0.63	B	0.32	A	-1.04	-0.31	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1878	1568	69%	0.534	A	0%	0.000	A	3982	4850	0.47	A	0.32	A	-0.53	-0.15	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1878	1568	167%	1.282	F	56%	0.427	A	2535	4127	0.74	C	0.38	A	-0.85	-0.36	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1641	1339	100%	0.769	C	0%	0.000	A	3403	4850	0.48	A	0.28	A	-0.77	-0.21	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1641	1339	217%	1.672	F	217%	1.672	F	1907	1907	0.86	D	0.70	C	0.00	-0.16	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1641	1339	79%	0.611	B	0%	0.000	A	3837	4850	0.43	A	0.28	A	-0.61	-0.15	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1465	1169	211%	1.625	F	70%	0.542	A	1907	3837	0.77	C	0.30	A	-1.08	-0.46	--	--
LAJ	Outer curb, east of East Way intersection	6	1683	1381	103%	0.793	C	0%	0.000	A	3403	4850	0.49	A	0.28	A	-0.79	-0.21	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1601	1301	103%	0.793	C	0%	0.000	A	3403	4850	0.47	A	0.27	A	-0.79	-0.20	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1567	1267	189%	1.451	F	189%	1.451	F	2246	2246	0.70	B	0.56	A	0.00	-0.13	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1531	1231	78%	0.601	B	0%	0.000	A	3837	4850	0.40	A	0.25	A	-0.60	-0.15	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1465	1165	104%	0.801	D	35%	0.267	A	3403	4416	0.43	A	0.26	A	-0.53	-0.17	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1497	1197							5000	5000	0.30	A	0.24	A		-0.06	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1815	1495							5000	5000	0.36	A	0.30	A		-0.06	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1815	1495							5000	5000	0.36	A	0.30	A		-0.06	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1851	1531							5000	5000	0.37	A	0.31	A		-0.06	--	--
LAS	Lower level exit 1 (south)	2	1054	936							2000	2000	0.53	A	0.47	A		-0.06	--	--
LAT	Lower level exit 2 (east)	3	1803	1580							3000	3000	0.60	B	0.53	A		-0.07	--	--
LAU	Entrance from Sky Way	3	589	0							3000	3000	0.20	A	0.00	A		-0.20	--	--
IA	Terminal 1 inner curb, east	3	188	110							3000	3000	0.06	A	0.04	A		-0.03	--	--
IB	Terminal 1 inner curb, center	3	323	238	52%	0.261	A	29%	0.224	A	1592	1673	0.20	A	0.14	A	-0.04	-0.06	--	--

A	0.45
B	0.55
C	0.65
D	0.85

Appendix K1 Attachment 3
Arrivals Level Baseline (2009) With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 9 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 9 Curbside Utilization	Baseline (2009) With Alternative 9 Equivalent V/C Ratio	Baseline (2009) With Alternative 9 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 9 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 9 Roadway V/C Ratio	Baseline (2009) With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IC	Terminal 1 inner curb, west	3	323	238	103%	0.517	A	0%	0.000	A	1183	2000	0.27	A	0.12	A	-0.52	-0.15	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	0	0							1183	2000	0.00	A	0.00	A		0.00	--	--
IE	Terminal 2 inner curb, east	3	80	73	24%	0.121	A	16%	0.121	A	1837	1837	0.04	A	0.04	A	0.00	0.00	--	--
IF	Terminal 2 inner curb, center	3	65	60	24%	0.121	A	16%	0.121	A	1918	1918	0.03	A	0.03	A	0.00	0.00	--	--
IG	Terminal 2 inner curb, center west	3	80	75	14%	0.070	A	9%	0.070	A	1918	1918	0.04	A	0.04	A	0.00	0.00	--	--
IH	Terminal 2 inner curb, west	3	25	24							1918	1918	0.01	A	0.01	A		0.00	--	--
II	Terminal 3 inner curb, center	3	90	81	16%	0.080	A	10%	0.080	A	1918	1918	0.05	A	0.04	A	0.00	0.00	--	--
IJ	Terminal 3 inner curb, west	3	12	12	120%	0.600	A	0%	0.000	A	1020	2000	0.01	A	0.01	A	-0.60	-0.01	--	--
IK	TBIT inner curb, center	3	340	315	55%	0.276	A	32%	0.248	A	1592	1673	0.21	A	0.19	A	-0.03	-0.03	--	--
IL	TBIT inner curb, south	3	386	361							1592	1673	0.24	A	0.22	A		-0.03	--	--
IM	Inner curb between TBIT and Terminal 4	3	46	46							3000	3000	0.02	A	0.02	A		0.00	--	--
IN	Terminal 4 inner curb	3	330	313	33%	0.167	A	22%	0.167	A	1755	1755	0.19	A	0.18	A	0.00	-0.01	--	--
IO	Terminal 5 inner curb, west	3	31	31							1755	1755	0.02	A	0.02	A		0.00	--	--
IP	Terminal 5 inner curb, center	3	160	151	37%	0.187	A	24%	0.187	A	1755	1755	0.09	A	0.09	A	0.00	0.00	--	--
IQ	Terminal 6 inner curb, center	3	235	218	35%	0.175	A	20%	0.150	A	1755	1837	0.13	A	0.12	A	-0.03	-0.02	--	--
IR	Terminal 6 inner curb, east	3	267	250	120%	0.600	A	0%	0.000	A	1020	2000	0.26	A	0.12	A	-0.60	-0.14	--	--
IS	Terminal 7 inner curb, west	3	349	330	38%	0.192	A	25%	0.192	A	1755	1755	0.20	A	0.19	A	0.00	-0.01	--	--
IT	Terminal 7 inner curb, center	3	385	366	38%	0.192	A	25%	0.192	A	1755	1755	0.22	A	0.21	A	0.00	-0.01	--	--
IU	Terminal 8 inner curb	3	353	334							3000	3000	0.12	A	0.11	A		-0.01	--	--
IV	Connection to outer curb, east of Terminal 8	1	36	36							1000	1000	0.04	A	0.04	A		0.00	--	--
IW	Connection to outer curb, east of exit to parking	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--
IX	Connection to outer curb, east of entrance from service road	1	36	36							1000	1000	0.04	A	0.00	A		-0.04	--	--

Appendix K1 Attachment 3
Departures Level Baseline (2009) With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 4 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 4 Curbside Utilization	Baseline (2009) With Alternative 4 Equivalent V/C Ratio	Baseline (2009) With Alternative 4 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 4 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 4 Roadway V/C Ratio	Baseline (2009) With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2550	2477	148%	0.74	C	137%	0.69	B	3,600	3,779	0.708	C	0.655	B	-0.053	-0.053	--	--
UB	SB East Way, exiting from World Way	2	251	251							2,000	2,000	0.125	A	0.125	A		0.0	--	--
UC	SB East Way, south of EP1	2	228	228							2,000	2,000	0.114	A	0.114	A		0.0	--	--
UD	SB East Way, south of EP7	2	207	207							2,000	2,000	0.103	A	0.103	A		0.0	--	--
UE	WB World Way N, west of East Way intersection	5	2366	2293	79%	0.40	A	73%	0.37	A	3,840	3,837	0.616	B	0.598	A	0.0	0.0	--	--
NA	New Central Processor Road	3	0	0							3,000	3,000	0.000	A	0.000	A		0.0	--	--
UF	SB West Way, exiting from World Way	2	696	696							2,000	2,000	0.348	A	0.348	A		0.0	--	--
UG	SB West Way, south of EP2	2	685	685							2,000	2,000	0.343	A	0.343	A		0.0	--	--
UH	WB Exit ramp from West Way to Center Way	1	25	25							1,000	1,000	0.025	A	0.025	A		0.0	--	--
UI	EB Entrance ramp from Center Way to West Way	1	89	89							1,000	1,000	0.089	A	0.089	A		0.0	--	--
UJ	SB West Way, south of Center Way ramp	2	749	749							2,000	2,000	0.375	A	0.375	A		0.0	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	727	727							2,000	2,000	0.364	A	0.364	A		0.0	--	--
UL	WB World Way, west of SB West Way exit	5	1669	1596	134%	0.67	B	124%	0.62	B	2,970	3,114	0.562	A	0.513	A	-0.1	0.0	--	--
UM	SB World Way, south of EP3	5	1622	1550	166%	0.83	D	101%	0.50	A	2,540	3,403	0.639	B	0.455	A	-0.3	-0.2	--	--
UN	SB World Way, south of EP4	5	1590	1517	143%	0.71	C	87%	0.43	A	2,820	3,693	0.564	A	0.411	A	-0.3	-0.2	--	--
UO	EB World Way S, east of West Way	5	2318	2245	140%	0.70	B	124%	0.62	B	2,970	3,114	0.780	C	0.721	C	-0.1	-0.1	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	71	71							1,000	1,000	0.071	A	0.071	A		0.0	--	--
UQ	EB World Way S, east of East Way	5	2454	2381	90%	0.45	A	84%	0.42	A	3,550	3,693	0.691	B	0.645	B	0.0	0.0	--	--
UR	Upper level Exit (south and east)	3	1499	1499							4,200	4,200	0.357	A	0.357	A		0.0	--	--
US	Upper level recirculation/exit (north)	2	955	882							2,800	2,800	0.341	A	0.315	A		0.0	--	--
UT	Transfer to lower level & exit (north)	1	832	759							1,400	1,400	0.594	A	0.542	A		-0.1	--	--
UU	Upper level recirculation	1	40	40							1,400	1,400	0.028	A	0.028	A		0.0	--	--
UV	Upper level recirculation & entrance	4	1771	1719							5,600	5,600	0.316	A	0.307	A		0.0	--	--
UW	Entrance from Sky Way	3	779	758							4,200	4,200	0.185	A	0.180	A		0.0	--	--
UX	Entrance from east/south	4	1731	1680							4,000	4,000	0.433	A	0.420	A		0.0	--	--
EP1	Upper level entrance to P1	2	46	46							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP2	Upper level entrance to P2/P2A	2	11	11							2,000	2,000	0.006	A	0.006	A		0.0	--	--
EP3	Upper level entrance to P3	2	47	47							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP4	Upper level entrance to P4	4	32	32							4,000	4,000	0.008	A	0.008	A		0.0	--	--
EP5	Upper level entrance to P5/P6	4	22	22							4,000	4,000	0.006	A	0.006	A		0.0	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.0	--	--
EP7	Upper level entrance to P7	4	21	21							4,000	4,000	0.005	A	0.005	A		0.0	--	--

Appendix K1 Attachment 3
Departures Level Baseline (2009) With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 1-2 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 1-2 Curbside Utilization	Baseline (2009) With Alternative 1-2 Equivalent V/C Ratio	Baseline (2009) With Alternative 1-2 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 1-2 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 1-2 Roadway V/C Ratio	Baseline (2009) With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2550	2452	148%	0.74	C	148%	0.74	C	3,600	3,605	0.708	C	0.680	B	0.000	-0.028	--	--
UB	SB East Way, exiting from World Way	2	251	243							2,000	2,000	0.125	A	0.121	A		0.0	--	--
UC	SB East Way, south of EP1	2	228	220							2,000	2,000	0.114	A	0.110	A		0.0	--	--
UD	SB East Way, south of EP7	2	207	199							2,000	2,000	0.103	A	0.099	A		0.0	--	--
UE	WB World Way N, west of East Way intersection	5	2366	2276	79%	0.40	A	79%	0.40	A	3,840	3,837	0.616	B	0.593	A	0.0	0.0	--	--
NA	New Central Processor Road	3	0	0							3,000	3,000	0.000	A	0.000	A		0.0	--	--
UF	SB West Way, exiting from World Way	2	696	671							2,000	2,000	0.348	A	0.335	A		0.0	--	--
UG	SB West Way, south of EP2	2	685	660							2,000	2,000	0.343	A	0.330	A		0.0	--	--
UH	WB Exit ramp from West Way to Center Way	1	25	25							1,000	1,000	0.025	A	0.025	A		0.0	--	--
UI	EB Entrance ramp from Center Way to West Way	1	89	89							1,000	1,000	0.089	A	0.089	A		0.0	--	--
UJ	SB West Way, south of Center Way ramp	2	749	724							2,000	2,000	0.375	A	0.362	A		0.0	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	727	702							2,000	2,000	0.364	A	0.351	A		0.0	--	--
UL	WB World Way, west of SB West Way exit	5	1669	1605	134%	0.67	B	129%	0.65	B	2,970	3,114	0.562	A	0.515	A	0.0	0.0	--	--
UM	SB World Way, south of EP3	5	1622	1558	166%	0.83	D	108%	0.54	A	2,540	3,403	0.639	B	0.458	A	-0.3	-0.2	--	--
UN	SB World Way, south of EP4	5	1590	1526	143%	0.71	C	94%	0.47	A	2,820	3,548	0.564	A	0.430	A	-0.2	-0.1	--	--
UO	EB World Way S, east of West Way	5	2318	2228	140%	0.70	B	134%	0.67	B	2,970	2,969	0.780	C	0.750	C	0.0	0.0	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	71	71							1,000	1,000	0.071	A	0.071	A		0.0	--	--
UQ	EB World Way S, east of East Way	5	2454	2356	90%	0.45	A	90%	0.45	A	3,550	3,548	0.691	B	0.664	B	0.0	0.0	--	--
UR	Upper level Exit (south and east)	3	1499	1434							3,000	4,200	0.500	A	0.342	A		-0.2	--	--
US	Upper level recirculation/exit (north)	2	955	921							2,000	2,800	0.477	A	0.329	A		-0.1	--	--
UT	Transfer to lower level & exit (north)	1	832	799							1,000	1,400	0.832	D	0.570	A		-0.3	--	--
UU	Upper level recirculation	1	40	40							1,000	1,400	0.040	A	0.028	A		0.0	--	--
UV	Upper level recirculation & entrance	4	1771	2452							4,000	5,600	0.443	A	0.438	A		0.0	--	--
UW	Entrance from Sky Way	3	779	747							3,000	4,200	0.260	A	0.178	A		-0.1	--	--
UX	Entrance from east/south	4	1731	1665							4,000	4,000	0.433	A	0.416	A		0.0	--	--
EP1	Upper level entrance to P1	2	46	46							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP2	Upper level entrance to P2/P2A	2	11	11							2,000	2,000	0.006	A	0.006	A		0.0	--	--
EP3	Upper level entrance to P3	2	47	47							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP4	Upper level entrance to P4	4	32	32							4,000	4,000	0.008	A	0.008	A		0.0	--	--
EP5	Upper level entrance to P5/P6	4	22	22							4,000	4,000	0.006	A	0.006	A		0.0	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.0	--	--
EP7	Upper level entrance to P7	4	21	21							4,000	4,000	0.005	A	0.005	A		0.0	--	--

Appendix K1 Attachment 3
Departures Level Baseline (2009) With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 8 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 8 Curbside Utilization	Baseline (2009) With Alternative 8 Equivalent V/C Ratio	Baseline (2009) With Alternative 8 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 8 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 8 Roadway V/C Ratio	Baseline (2009) With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2550	2384	148%	0.74	C	137%	0.69	B	3,605	3,779	0.707	C	0.631	B	-0.053	-0.076	--	--
UB	SB East Way, exiting from World Way	2	251	243							2,000	2,000	0.125	A	0.121	A		0.0	--	--
UC	SB East Way, south of EP1	2	228	220							2,000	2,000	0.114	A	0.110	A		0.0	--	--
UD	SB East Way, south of EP7	2	207	199							2,000	2,000	0.103	A	0.099	A		0.0	--	--
UE	WB World Way N, west of East Way intersection	5	2366	2208	79%	0.40	A	73%	0.37	A	3,837	3,837	0.616	B	0.576	A	0.0	0.0	--	--
NA	New Central Processor Road	3	0	0							3,000	3,000	0.000	A	0.000	A		0.0	--	--
UF	SB West Way, exiting from World Way	2	696	671							2,000	2,000	0.348	A	0.335	A		0.0	--	--
UG	SB West Way, south of EP2	2	685	660							2,000	2,000	0.343	A	0.330	A		0.0	--	--
UH	WB Exit ramp from West Way to Center Way	1	25	25							1,000	1,000	0.025	A	0.025	A		0.0	--	--
UI	EB Entrance ramp from Center Way to West Way	1	89	89							1,000	1,000	0.089	A	0.089	A		0.0	--	--
UJ	SB West Way, south of Center Way ramp	2	749	724							2,000	2,000	0.375	A	0.362	A		0.0	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	727	702							2,000	2,000	0.364	A	0.351	A		0.0	--	--
UL	WB World Way, west of SB West Way exit	5	1669	1538	134%	0.67	B	119%	0.60	A	2,969	3,259	0.562	A	0.472	A	-0.1	-0.1	--	--
UM	SB World Way, south of EP3	5	1622	1491	166%	0.83	D	101%	0.50	A	2,535	3,403	0.640	B	0.438	A	-0.3	-0.2	--	--
UN	SB World Way, south of EP4	5	1590	1459	143%	0.71	C	87%	0.43	A	2,825	3,693	0.563	A	0.395	A	-0.3	-0.2	--	--
UO	EB World Way S, east of West Way	5	2318	2160	140%	0.70	B	124%	0.62	B	2,969	3,114	0.781	C	0.694	B	-0.1	-0.1	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	71	71							1,000	1,000	0.071	A	0.071	A		0.0	--	--
UQ	EB World Way S, east of East Way	5	2454	2288	90%	0.45	A	84%	0.42	A	3,548	3,693	0.692	B	0.620	B	0.0	-0.1	--	--
UR	Upper level Exit (south and east)	3	1499	1434							4,200	4,200	0.357	A	0.342	A		0.0	--	--
US	Upper level recirculation/exit (north)	2	955	854							2,800	2,800	0.341	A	0.305	A		0.0	--	--
UT	Transfer to lower level & exit (north)	1	832	731							1,400	1,400	0.594	A	0.522	A		-0.1	--	--
UU	Upper level recirculation	1	40	40							1,400	1,400	0.028	A	0.028	A		0.0	--	--
UV	Upper level recirculation & entrance	4	1771	2384							5,600	5,600	0.316	A	0.426	A		0.1	--	--
UW	Entrance from Sky Way	3	779	728							4,200	4,200	0.185	A	0.173	A		0.0	--	--
UX	Entrance from east/south	4	1731	1617							4,000	4,000	0.433	A	0.404	A		0.0	--	--
EP1	Upper level entrance to P1	2	46	46							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP2	Upper level entrance to P2/P2A	2	11	11							2,000	2,000	0.006	A	0.006	A		0.0	--	--
EP3	Upper level entrance to P3	2	47	47							2,000	2,000	0.023	A	0.023	A		0.0	--	--
EP4	Upper level entrance to P4	4	32	32							4,000	4,000	0.008	A	0.008	A		0.0	--	--
EP5	Upper level entrance to P5/P6	4	22	22							4,000	4,000	0.006	A	0.006	A		0.0	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.0	--	--
EP7	Upper level entrance to P7	4	21	21							4,000	4,000	0.005	A	0.005	A		0.0	--	--

Appendix K1 Attachment 3
Departures Level Baseline (2009) With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Baseline (2009) Without Alternative Volumes	Baseline (2009) With Alternative 9 Volumes	Baseline (2009) Without Alternative Utilization	Baseline (2009) Without Alternative Equivalent V/C Ratio	Baseline (2009) Without Alternative Curbside LOS	Baseline (2009) With Alternative 9 Curbside Utilization	Baseline (2009) With Alternative 9 Equivalent V/C Ratio	Baseline (2009) With Alternative 9 Curbside LOS	Baseline (2009) Without Alternative Roadway Throughput	Baseline (2009) With Alternative 9 Roadway Throughput	Baseline (2009) Without Alternative Roadway V/C Ratio	Baseline (2009) Without Alternative Roadway LOS	Baseline (2009) With Alternative 9 Roadway V/C Ratio	Baseline (2009) With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2550	2314	148%	0.74	C	116%	0.58	A	3,605	4,129	0.707	C	0.560	A	-0.160	-0.147	--	--
UB	SB East Way, exiting from World Way	2	251	243							2,000	2,000	0.125	A	0.121	A		-0.004	--	--
UC	SB East Way, south of EP1	2	228	220							2,000	2,000	0.114	A	0.110	A		-0.004	--	--
UD	SB East Way, south of EP7	2	207	199							2,000	2,000	0.103	A	0.099	A		-0.004	--	--
UE	WB World Way N, west of East Way intersection	5	2366	2138	79%	0.40	A	60%	0.30	A	3,837	3,982	0.616	B	0.537	A	-0.096	-0.080	--	--
NA	New Central Processor Road	3	0	0							3,000	3,000	0.000	A	0.000	A		0.000	--	--
UF	SB West Way, exiting from World Way	2	696	671							2,000	2,000	0.348	A	0.335	A		-0.013	--	--
UG	SB West Way, south of EP2	2	685	660							2,000	2,000	0.343	A	0.330	A		-0.013	--	--
UH	WB Exit ramp from West Way to Center Way	1	25	25							1,000	1,000	0.025	A	0.025	A		0.000	--	--
UI	EB Entrance ramp from Center Way to West Way	1	89	89							1,000	1,000	0.089	A	0.089	A		0.000	--	--
UJ	SB West Way, south of Center Way ramp	2	749	724							2,000	2,000	0.375	A	0.362	A		-0.013	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	727	702							2,000	2,000	0.364	A	0.351	A		-0.013	--	--
UL	WB World Way, west of SB West Way exit	5	1669	1467	134%	0.67	B	99%	0.50	A	2,969	3,548	0.562	A	0.413	A	-0.175	-0.149	--	--
UM	SB World Way, south of EP3	5	1622	1420	166%	0.83	D	87%	0.43	A	2,535	3,693	0.640	B	0.385	A	-0.394	-0.255	--	--
UN	SB World Way, south of EP4	5	1590	1388	143%	0.71	C	73%	0.36	A	2,825	3,837	0.563	A	0.362	A	-0.349	-0.201	--	--
UO	EB World Way S, east of West Way	5	2318	2090	140%	0.70	B	104%	0.52	A	2,969	3,403	0.781	C	0.614	B	-0.178	-0.167	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	71	71							1,000	1,000	0.071	A	0.071	A		0.000	--	--
UQ	EB World Way S, east of East Way	5	2454	2218	90%	0.45	A	72%	0.36	A	3,548	3,837	0.692	B	0.578	A	-0.091	-0.114	--	--
UR	Upper level Exit (south and east)	3	1499	1434							4,200	4,200	0.357	A	0.342	A		-0.015	--	--
US	Upper level recirculation/exit (north)	2	955	783							2,800	2,800	0.341	A	0.280	A		-0.061	--	--
UT	Transfer to lower level & exit (north)	1	832	661							1,400	1,400	0.594	A	0.472	A		-0.123	--	--
UU	Upper level recirculation	1	40	40							1,400	1,400	0.028	A	0.028	A		0.000	--	--
UV	Upper level recirculation & entrance	4	1771	2314							5,600	5,600	0.316	A	0.413	A		0.097	--	--
UW	Entrance from Sky Way	3	779	707							4,200	4,200	0.185	A	0.168	A		-0.017	--	--
UX	Entrance from east/south	4	1731	1567							4,000	4,000	0.433	A	0.392	A		-0.041	--	--
EP1	Upper level entrance to P1	2	46	46							2,000	2,000	0.023	A	0.023	A		0.000	--	--
EP2	Upper level entrance to P2/P2A	2	11	11							2,000	2,000	0.006	A	0.006	A		0.000	--	--
EP3	Upper level entrance to P3	2	47	47							2,000	2,000	0.023	A	0.023	A		0.000	--	--
EP4	Upper level entrance to P4	4	32	32							4,000	4,000	0.008	A	0.008	A		0.000	--	--
EP5	Upper level entrance to P5/P6	4	22	22							4,000	4,000	0.006	A	0.006	A		0.000	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.000	--	--
EP7	Upper level entrance to P7	4	21	21							4,000	4,000	0.005	A	0.005	A		0.000	--	--

Attachment 4
Future Roadway Worksheets

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 4 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 4 Curbside Utilization	Future With Alternative 4 Curbside Equivalent V/C Ratio	Future With Alternative 4 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 4 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 4 Roadway V/C Ratio	Future With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CE	Center Way North, east of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CF	Center Way South, east of P6 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CG	Northbound West Way, south of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CH	Northbound West Way, north of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CI	Southbound West Way, south of lower level roadway	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CJ	Southbound West Way, south of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CK	Southbound West Way, south of Center Way	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CL	Southbound West Way, south of P16 exit	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CM	Center Way North, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CN	Center Way South, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CO	Center Way North, east of P3 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CP	Center Way South, east of P7 exit	0	0	0							0	0	0.000	A	0.000	A		0.000	--	--
CQ	Center Way North, east of P2 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CU	Center Way North, east of Theme Way intersection	3	716	1042							3000	3000	0.239	A	0.347	A		0.109	--	--
CV	Center Way South, east of P8 exit	0	184	270							0	0	0.000	A	0.000	A		0.000	--	--
CW	East Way northbound, north of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CX	East Way northbound, south of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CY	East Way southbound, north of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CZ	East Way southbound, south of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAA	East Way southbound, south of P19 exit	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAB	Center Way, east of East Way intersection	4	900	1312							4000	4000	0.225	A	0.328	A		0.103	--	--
CAC	Center Way, east of P1 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAD	Center Way, east of P10 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAE	Return/exit roadway, north of Center Way	4	26	0							4000	4000	0.007	A	0.000	A		-0.007	--	--
CAF	Center Way, east of exit to return/exit	3	1014	1517							3000	3000	0.338	A	0.506	A		0.168	--	--
CAG	Center Way, east of P11 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAI	Center Way, east of upper level ramp	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAJ	Center Way, east P12 exit	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAK	Return/exit roadway, north of Center Way	2	449	668							2000	2000	0.225	A	0.334	A		0.109	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	109	0							1000	1000	0.109	A	0.000	A		-0.109	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.294	A	0.294	A		0.000	--	--
CAN	Upper level ramp to return/exit	1	424	341							1000	1000	0.424	A	0.341	A		-0.083	--	--
CAO	Return/exit roadway, south of lower level roadway	3	461	341							3000	3000	0.154	A	0.114	A		-0.040	--	--
CAP	Exit to Sky Way	1	146	0							1000	1000	0.146	A	0.000	A		-0.146	--	--
EP8	Lower level entrance to P1 (entrance 1)		14	20							0	0	0.000	A	0.000	A		0.000	--	--
EP9	Lower level entrance to P1 (entrance 2)		27	38							0	0	0.000	A	0.000	A		0.000	--	--
EP10	Lower level entrance to P2A		38	54							0	0	0.000	A	0.000	A		0.000	--	--
EP11	Lower level entrance to P2		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP12	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP13	Lower level entrance to P3		213	298							0	0	0.000	A	0.000	A		0.000	--	--
EP14	Lower level entrance to P4		225	316							0	0	0.000	A	0.000	A		0.000	--	--
EP15	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP16	Lower level entrance to P5		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP17	Lower level entrance to P6		200	281							0	0	0.000	A	0.000	A		0.000	--	--
EP18	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP19	Lower level entrance to P7 (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP20	Lower level entrance to P7 (entrance 2)		12	17							0	0	0.000	A	0.000	A		0.000	--	--
EP21	Lower level entrance to P7 (entrance 3)		24	33							0	0	0.000	A	0.000	A		0.000	--	--
EP22	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP1	Exit from P1 to Center Way		140	206							0	0	0.000	A	0.000	A		0.000	--	--
XP2	Exit from P2A to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP3	Exit from P2 to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP4	Exit from P2 to southbound West Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP5	Exit from P3/surface lot to Center Way		254	371							0	0	0.000	A	0.000	A		0.000	--	--
XP6	Exit from P4/surface lot to Center Way		280	410							0	0	0.000	A	0.000	A		0.000	--	--
XP7	Exit from P5 to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP8	Exit from P6/surface lot to Center Way		184	270							0	0	0.000	A	0.000	A		0.000	--	--
XP9	Exit from surface lot to lower level roadway		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP10	Exit from P7 to Center Way (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP11	Exit from P7 to Center Way (entrance 2)		141	206							0	0	0.000	A	0.000	A		0.000	--	--
XP12	Exit from surface lot to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--

A	0.45
B	0.55
C	0.65
D	0.85
E	1

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 4 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio		Future Without Alternative Curbside LOS	Future With Alternative 4 Curbside Utilization	Future With Alternative 4 Curbside Equivalent V/C Ratio		Future With Alternative 4 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 4 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio		Future Without Alternative Roadway LOS	Future With Alternative 4 Roadway V/C Ratio		Future With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
LA	Lower level roadway entrance	6	2127	3554									6000	6000	0.355	A		0.592	A			0.238	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2632	3554									6000	6000	0.439	A		0.592	A			0.154	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2493	3358	41%	0.313	A		41%	0.313	A		6431	6431	0.388	A		0.522	A		0.000	0.134	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2479	3338	68%	0.527	A		68%	0.527	A		6022	6022	0.412	A		0.554	A		0.000	0.143	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2584	3499	98%	0.754	C		49%	0.377	A		5408	6431	0.478	A		0.544	A		-0.377	0.066	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2798	3802	107%	0.824	D		107%	0.824	D		5203	5203	0.538	A		0.731	C		0.000	0.193	--	Yes
LG	Terminal 2 outer curb, west of exit to inner curb	7	2647	3590	34%	0.262	A		34%	0.262	A		6636	6636	0.399	A		0.541	A		0.000	0.142	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2647	3590	100%	0.769	C		100%	0.769	C		5203	5203	0.509	A		0.690	B		0.000	0.181	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2609	3536	100%	0.769	C		100%	0.769	C		5203	5203	0.501	A		0.680	B		0.000	0.178	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2609	3536	56%	0.430	A		28%	0.215	A		6227	6841	0.419	A		0.517	A		-0.215	0.098	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2594	3514	51%	0.389	A		76%	0.583	A		5177	4827	0.501	A		0.728	C		0.194	0.227	--	Yes
LL	Terminal 2 outer curb, west of P11 exit	6	2594	3514	51%	0.389	A		76%	0.583	A		5177	4827	0.501	A		0.728	C		0.194	0.227	--	Yes
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2358	3183	38%	0.291	A		38%	0.291	A		5526	5526	0.427	A		0.576	A		0.000	0.149	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2358	3183	38%	0.291	A		38%	0.291	A		5526	5526	0.427	A		0.576	A		0.000	0.149	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2236	3011	102%	0.782	C		102%	0.782	C		4303	4303	0.520	A		0.700	B		0.000	0.180	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2032	2806	115%	0.888	D		115%	0.888	D		4129	4129	0.492	A		0.680	B		0.000	0.187	--	--
LR	Terminal 3 outer curb, west of P13 exit	6	1819	2508	78%	0.596	A		39%	0.298	A		3837	4416	0.474	A		0.568	A		-0.298	0.094	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	6	1976	2728	38%	0.291	A		38%	0.291	A		4416	4416	0.447	A		0.618	B		0.000	0.170	--	--
LT	TBIT outer curb, south of exit to inner curb	6	1515	2080	78%	0.596	A		39%	0.298	A		3837	4416	0.395	A		0.471	A		-0.298	0.076	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1515	2080	78%	0.596	A		39%	0.298	A		3837	4416	0.395	A		0.471	A		-0.298	0.076	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1460	1999	56%	0.427	A		83%	0.641	B		4127	3693	0.354	A		0.541	A		0.214	0.188	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	1934	2666	84%	0.646	B		84%	0.646	B		3693	3693	0.524	A		0.722	C		0.000	0.198	--	Yes
LX	Terminal 4 outer curb, east of exit to inner curb	5	1740	2393	44%	0.340	A		81%	0.620	B		4271	3693	0.407	A		0.648	B		0.280	0.241	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1516	2077	44%	0.340	A		81%	0.620	B		3837	4416	0.395	A		0.470	A		0.280	0.075	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1720	2282	72%	0.557	A		36%	0.279	A		3837	4416	0.448	A		0.517	A		-0.279	0.069	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1616	2140	120%	0.923	E		120%	0.923	E		3114	3114	0.519	A		0.687	B		0.000	0.168	--	--
LAC	Outer curb, east of West Way intersection	5	1616	2140	50%	0.385	A		50%	0.385	A		4127	4127	0.392	A		0.518	A		0.000	0.127	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1871	2499	87%	0.669	B		43%	0.334	A		3693	4271	0.507	A		0.585	A		-0.334	0.078	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1671	2218	65%	0.496	A		65%	0.496	A		5002	5002	0.334	A		0.443	A		0.000	0.109	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1911	2553	50%	0.385	A		50%	0.385	A		5177	5177	0.369	A		0.493	A		0.000	0.124	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1911	2553	88%	0.674	B		88%	0.674	B		4653	4653	0.411	A		0.549	A		0.000	0.138	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1911	2553	65%	0.496	A		32%	0.248	A		5002	5526	0.382	A		0.462	A		-0.248	0.080	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1689	2228	61%	0.472	A		61%	0.472	A		5002	5002	0.338	A		0.445	A		0.000	0.108	--	--
LAJ	Outer curb, east of East Way intersection	6	1793	2373	52%	0.397	A		52%	0.397	A		5177	5177	0.346	A		0.458	A		0.000	0.112	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1708	2257	52%	0.397	A		52%	0.397	A		5177	5177	0.330	A		0.436	A		0.000	0.106	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1695	2239	113%	0.871	D		113%	0.871	D		4129	4129	0.411	A		0.542	A		0.000	0.132	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1676	2211					39%	0.300			6000	6000	0.279	A		0.369	A			0.089	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1653	2178	61%	0.469	A		61%	0.469	A		5002	5002	0.330	A		0.435	A		0.000	0.105	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1698	2197									5000	5000	0.340	A		0.439	A			0.100	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1895	2474									5000	5000	0.379	A		0.495	A			0.116	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1895	2474									5000	5000	0.379	A		0.495	A			0.116	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1914	2502									5000	5000	0.383	A		0.500	A			0.118	--	--
LAS	Lower level exit 1 (south)	2	1059	1393									2800	2800	0.378	A		0.498	A			0.120	--	--
LAT	Lower level exit 2 (east)	3	1855	2458									4200	4200	0.442	A		0.585	A			0.144	--	--
LAU	Entrance from Sky Way	3	559	0									4200	4200	0.133	A		0.000	A			-0.133	--	--
IA	Terminal 1 inner curb, east	3	134	145									3000	3000	0.045	A		0.048	A			0.004	--	--
IB	Terminal 1 inner curb, center	3	247	303	30%	0.148	A		29%	0.222	A		1837	1673	0.134	A		0.181	A		0.074	0.047	--	--
IC	Terminal 1 inner curb, west	3	247	303	52%	0.259	A		34%	0.259	A		1592	1592	0.155	A		0.191	A		0.000	0.036	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	32	0									1592	1592	0.020	A		0.000	A			-0.020	--	--
IE	Terminal 2 inner curb, east	3	183	212	36%	0.182	A		39%	0.303	A		1755	1510	0.104	A		0.141	A		0.121	0.036	--	--
IF	Terminal 2 inner curb, center	3	183	212	36%	0.182	A		39%	0.303	A		1837	1755	0.100	A		0.121	A		0.121	0.021	--	--
IG	Terminal 2 inner curb, center west	3	198	234	21%	0.105	A		23%	0.176	A		1837	1755	0.108	A		0.134	A		0.070	0.026	--	--
IH	Terminal 2 inner curb, west	3	79	67									1755	1755	0.045	A		0.038	A			-0.007	--	--
II	Terminal 3 inner curb, center	3	202	239	33%	0.164	A		26%	0.197	A		1755	1755	0.115	A		0.136	A		0.033	0.021	--	--
IJ	Terminal 3 inner curb, west	3	45	19	60%	0.300	A		39%	0.300	A		1510	1510	0.030	A		0.013	A		0.000	-0.017	--	--
IK	TBIT inner curb, center	3	506	667	72%	0.359	A		65%	0.497	A		1428	1265	0.354	A		0.527	A		0.138	0.173	--	--
IL	TBIT inner curb, south	3	561	748									1428	1265	0.393	A		0.591	A			0.198	--	--
IM	Inner curb between TBIT and Terminal 4	3	87	81									3000	3000	0.029	A		0.027	A			-0.002	--	--
IN	Terminal 4 inner curb	3	280	353	35%	0.177	A		27%	0.207	A		1755	1673	0.160	A		0.211	A		0.030	0.051	--	--
IO	Terminal 5 inner curb, west	3	384	496									1592	1510	0.241	A		0.329	A			0.087	--	--
IP	Terminal 5 inner curb, center	3	384	496	53%	0.266	A		41%	0.319	A		1592	1510	0.241	A		0.329	A		0.053	0.087	--	--
IQ	Terminal 6 inner curb, center	3	144	160	25%	0.125	A		20%	0.156	A		1837	1755	0.079	A		0.091	A		0.031	0.013	--	--
IR	Terminal 6 inner curb, east	3	157	179	60%	0.300	A		39%	0.300	A		1510	1510	0.104	A		0.119	A		0.000	0.014	--	--
IS	Terminal 7 inner curb, west	3	242	296	31%	0.154	A		30%	0.231	A		1755	1673	0.138	A		0.177	A		0.077	0.039	--	--
IT	Terminal 7 inner curb, center	3	261	324	31%	0.154	A		30%	0.231	A		1755	1673	0.149	A		0.193	A		0.077	0.045	--	--
IU	Terminal 8 inner curb	3	216	305									3000	3000	0.072	A		0.102	A			0.029	--	--
IV	Connection to outer curb, east of Terminal 8	1	19	28									1000	1000	0.019	A		0.028	A			0.009	--	--
IW	Connection to outer curb, east of exit to parking	1	0	28									1000	1000	0.000	A		0.028	A			0.028	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 4 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 4 Curbside Utilization	Future With Alternative 4 Curbside Equivalent V/C Ratio	Future With Alternative 4 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 4 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 4 Roadway V/C Ratio	Future With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IX	Connection to outer curb, east of entrance from service road	1	0	28							1000	1000	0.000	A	0.028	A		0.028	--	--
NC	Central Processor Curbsides (East Side)	4	414	581	30%	0.150	A	23%	0.175	A	1837	1755	0.225	A	0.331	A	0.025	0.106	--	--
ND	Central Processor Curbsides (West Side)	4	204	205	101%	0.505	A	57%	0.441	A	1510	1510	0.135	A	0.136	A	-0.064	0.001	--	--
NE	Central Processor Curbsides (South of Centerway)	4	315	442							4000	4000	0.079	A	0.110	A		0.032	--	--
NLAU	Relocated Skyway (compared to LAU in adjusted Baseline)	3	559	751							4200	4200	0.133	A	0.179	A		0.046	--	--
NCAP	Relocated Skyway Exit (compared to CAP in adjusted Baseline)	2	146	297							2800	2800	0.052	A	0.106	A		0.054	--	--
NF	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NG	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NI	Outer curbside East of Terminal 0 (compared to WWN East of	6	2127	3213							6000	6000	0.355	A	0.535	A		0.181	--	--
NH	Outer curbside East Recirc Ramp (compared to WWN East of F	6	1569	2842							6000	6000	0.261	A	0.474	A		0.212	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 1-2 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 1-2 Curbside Utilization	Future With Alternative 1-2 Curbside Equivalent V/C Ratio	Future With Alternative 1-2 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 1-2 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 1-2 Roadway V/C Ratio	Future With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CE	Center Way North, east of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CF	Center Way South, east of P6 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CG	Northbound West Way, south of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CH	Northbound West Way, north of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CI	Southbound West Way, south of lower level roadway	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CJ	Southbound West Way, south of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CK	Southbound West Way, south of Center Way	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CL	Southbound West Way, south of P16 exit	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CM	Center Way North, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CN	Center Way South, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CO	Center Way North, east of P3 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CP	Center Way South, east of P7 exit	0	0	0							0	0	0.000	A	0.000	A		0.000	--	--
CQ	Center Way North, east of P2 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CU	Center Way North, east of Theme Way intersection	3	716	1042							3000	3000	0.239	A	0.347	A		0.109	--	--
CV	Center Way South, east of P8 exit	0	184	270							0	0	0.000	A	0.000	A		0.000	--	--
CW	East Way northbound, north of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CX	East Way northbound, south of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CY	East Way southbound, north of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CZ	East Way southbound, south of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAA	East Way southbound, south of P19 exit	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAB	Center Way, east of East Way intersection	4	900	1312							4000	4000	0.225	A	0.328	A		0.103	--	--
CAC	Center Way, east of P1 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAD	Center Way, east of P10 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAE	Return/exit roadway, north of Center Way	4	26	0							4000	4000	0.007	A	0.000	A		-0.007	--	--
CAF	Center Way, east of exit to return/exit	3	1014	1517							3000	3000	0.338	A	0.506	A		0.168	--	--
CAG	Center Way, east of P11 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAI	Center Way, east of upper level ramp	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAJ	Center Way, east P12 exit	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAK	Return/exit roadway, north of Center Way	2	449	668							2000	2000	0.225	A	0.334	A		0.109	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	109	0							1000	1000	0.109	A	0.000	A		-0.109	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.294	A	0.294	A		0.000	--	--
CAN	Upper level ramp to return/exit	1	424	341							1000	1000	0.424	A	0.341	A		-0.083	--	--
CAO	Return/exit roadway, south of lower level roadway	3	461	341							3000	3000	0.154	A	0.114	A		-0.040	--	--
CAP	Exit to Sky Way	1	146	0							1000	1000	0.146	A	0.000	A		-0.146	--	--
EP8	Lower level entrance to P1 (entrance 1)		14	20							0	0	0.000	A	0.000	A		0.000	--	--
EP9	Lower level entrance to P1 (entrance 2)		27	38							0	0	0.000	A	0.000	A		0.000	--	--
EP10	Lower level entrance to P2A		38	54							0	0	0.000	A	0.000	A		0.000	--	--
EP11	Lower level entrance to P2		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP12	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP13	Lower level entrance to P3		213	298							0	0	0.000	A	0.000	A		0.000	--	--
EP14	Lower level entrance to P4		225	316							0	0	0.000	A	0.000	A		0.000	--	--
EP15	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP16	Lower level entrance to P5		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP17	Lower level entrance to P6		200	281							0	0	0.000	A	0.000	A		0.000	--	--
EP18	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP19	Lower level entrance to P7 (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP20	Lower level entrance to P7 (entrance 2)		12	17							0	0	0.000	A	0.000	A		0.000	--	--
EP21	Lower level entrance to P7 (entrance 3)		24	33							0	0	0.000	A	0.000	A		0.000	--	--
EP22	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP1	Exit from P1 to Center Way		140	206							0	0	0.000	A	0.000	A		0.000	--	--
XP2	Exit from P2A to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP3	Exit from P2 to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP4	Exit from P2 to southbound West Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP5	Exit from P3/surface lot to Center Way		254	371							0	0	0.000	A	0.000	A		0.000	--	--
XP6	Exit from P4/surface lot to Center Way		280	410							0	0	0.000	A	0.000	A		0.000	--	--
XP7	Exit from P5 to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP8	Exit from P6/surface lot to Center Way		184	270							0	0	0.000	A	0.000	A		0.000	--	--
XP9	Exit from surface lot to lower level roadway		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP10	Exit from P7 to Center Way (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP11	Exit from P7 to Center Way (entrance 2)		141	206							0	0	0.000	A	0.000	A		0.000	--	--
XP12	Exit from surface lot to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--

A	0.45
B	0.55
C	0.65
D	0.85
E	1

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 1-2 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio		Future Without Alternative Curbside LOS	Future With Alternative 1-2 Curbside Utilization	Future With Alternative 1-2 Curbside Equivalent V/C Ratio		Future With Alternative 1-2 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 1-2 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio		Future Without Alternative Roadway LOS	Future With Alternative 1-2 Roadway V/C Ratio		Future With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
LA	Lower level roadway entrance	6	2127	3554									6000	6000	0.355	A		0.592	A			0.238	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2632	3554									6000	6000	0.439	A		0.592	A			0.154	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2493	3358	41%	0.313	A		41%	0.313	A		6431	6431	0.388	A		0.522	A		0.000	0.134	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2479	3338	68%	0.527	A		0%	0.000	A		6022	7250	0.412	A		0.460	A		-0.527	0.049	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2584	3499	98%	0.754	C		49%	0.377	A		5408	6431	0.478	A		0.544	A		-0.377	0.066	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2798	3802	107%	0.824	D		107%	0.824	D		5203	5203	0.538	A		0.731	C		0.000	0.193	--	Yes
LG	Terminal 2 outer curb, west of exit to inner curb	7	2647	3590	34%	0.262	A		68%	0.523	A		6636	6022	0.399	A		0.596	A		0.262	0.197	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2647	3590	100%	0.769	C		100%	0.769	C		5203	5203	0.509	A		0.690	B		0.000	0.181	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2609	3536	100%	0.769	C		100%	0.769	C		5203	5203	0.501	A		0.680	B		0.000	0.178	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2609	3536	56%	0.430	A		56%	0.430	A		6227	6227	0.419	A		0.568	A		0.000	0.149	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2594	3514	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.616	B		-0.194	0.115	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2594	3514	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.616	B		-0.194	0.115	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2358	3183	38%	0.291	A		76%	0.583	A		5526	4827	0.427	A		0.659	B		0.291	0.233	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2358	3183	38%	0.291	A		76%	0.583	A		5526	4827	0.427	A		0.659	B		0.291	0.233	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2236	3011	102%	0.782	C		102%	0.782	C		4303	4303	0.520	A		0.700	B		0.000	0.180	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2032	2806	115%	0.888	D		38%	0.296	A		4129	5526	0.492	A		0.508	A		-0.592	0.016	--	--
LR	Terminal 3 outer curb, west of P13 exit	6	1819	2508	78%	0.596	A		78%	0.596	A		3837	3837	0.474	A		0.653	B		0.000	0.179	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	6	1976	2728	38%	0.291	A		76%	0.583	A		4416	3837	0.447	A		0.711	C		0.291	0.263	--	Yes
LT	TBIT outer curb, south of exit to inner curb	6	1515	2080	78%	0.596	A		78%	0.596	A		3837	3837	0.395	A		0.542	A		0.000	0.147	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1515	2080	78%	0.596	A		78%	0.596	A		3837	3837	0.395	A		0.542	A		0.000	0.147	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1460	1999	56%	0.427	A		28%	0.214	A		4127	4561	0.354	A		0.438	A		-0.214	0.085	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	1934	2666	84%	0.646	B		84%	0.646	B		3693	3693	0.524	A		0.722	C		0.000	0.198	--	Yes
LX	Terminal 4 outer curb, east of exit to inner curb	5	1740	2393	44%	0.340	A		27%	0.207	A		4271	4561	0.407	A		0.525	A		-0.134	0.117	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1516	2077	44%	0.340	A		27%	0.207	A		3837	3837	0.395	A		0.541	A		-0.134	0.146	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1720	2282	72%	0.557	A		72%	0.557	A		3837	3837	0.448	A		0.595	A		0.000	0.147	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1616	2140	120%	0.923	E		120%	0.923	E		3114	3114	0.519	A		0.687	B		0.000	0.168	--	--
LAC	Outer curb, east of West Way intersection	5	1616	2140	50%	0.385	A		50%	0.385	A		4127	4127	0.392	A		0.518	A		0.000	0.127	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1871	2499	87%	0.669	B		43%	0.334	A		3693	4271	0.507	A		0.585	A		-0.334	0.078	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1671	2218	65%	0.496	A		0%	0.000	A		5002	6050	0.334	A		0.367	A		-0.496	0.032	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1911	2553	50%	0.385	A		50%	0.385	A		5177	5177	0.369	A		0.493	A		0.000	0.124	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1911	2553	88%	0.674	B		88%	0.674	B		4653	4653	0.411	A		0.549	A		0.000	0.138	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1911	2553	65%	0.496	A		32%	0.248	A		5002	5526	0.382	A		0.462	A		-0.248	0.080	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1689	2228	61%	0.472	A		0%	0.000	A		5002	6050	0.338	A		0.368	A		-0.472	0.031	--	--
LAJ	Outer curb, east of East Way intersection	6	1793	2373	52%	0.397	A		52%	0.397	A		5177	5177	0.346	A		0.458	A		0.000	0.112	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1708	2257	52%	0.397	A		52%	0.397	A		5177	5177	0.330	A		0.436	A		0.000	0.106	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1695	2239	113%	0.871	D		113%	0.871	D		4129	4129	0.411	A		0.542	A		0.000	0.132	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1676	2211					39%	0.300			6000	6000	0.279	A		0.369	A			0.089	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1653	2178	61%	0.469	A		0%	0.000	A		5002	6050	0.330	A		0.360	A		-0.469	0.030	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1698	2197									5000	5000	0.340	A		0.439	A			0.100	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1895	2474									5000	5000	0.379	A		0.495	A			0.116	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1895	2474									5000	5000	0.379	A		0.495	A			0.116	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1914	2502									5000	5000	0.383	A		0.500	A			0.118	--	--
LAS	Lower level exit 1 (south)	2	1059	1393									2800	2800	0.378	A		0.498	A			0.120	--	--
LAT	Lower level exit 2 (east)	3	1855	2458									4200	4200	0.442	A		0.585	A			0.144	--	--
LAU	Entrance from Sky Way	3	559	0									4200	4200	0.133	A		0.000	A			-0.133	--	--
IA	Terminal 1 inner curb, east	3	134	145									3000	3000	0.045	A		0.048	A			0.004	--	--
IB	Terminal 1 inner curb, center	3	247	303	30%	0.148	A		29%	0.222	A		1837	1673	0.134	A		0.181	A		0.074	0.047	--	--
IC	Terminal 1 inner curb, west	3	247	303	52%	0.259	A		0%	0.000	A		1592	2000	0.155	A		0.152	A		-0.259	-0.003	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	32	0									1592	2000	0.020	A		0.000	A			-0.020	--	--
IE	Terminal 2 inner curb, east	3	183	212	36%	0.182	A		32%	0.243	A		1755	1673	0.104	A		0.127	A		0.061	0.023	--	--
IF	Terminal 2 inner curb, center	3	183	212	36%	0.182	A		32%	0.243	A		1837	1837	0.100	A		0.116	A		0.061	0.016	--	--
IG	Terminal 2 inner curb, center west	3	198	234	21%	0.105	A		18%	0.140	A		1837	1837	0.108	A		0.128	A		0.035	0.020	--	--
IH	Terminal 2 inner curb, west	3	79	67									1755	1755	0.045	A		0.038	A			-0.007	--	--
II	Terminal 3 inner curb, center	3	202	239	33%	0.164	A		26%	0.197	A		1755	1755	0.115	A		0.136	A		0.033	0.021	--	--
IJ	Terminal 3 inner curb, west	3	45	19	60%	0.300	A		0%	0.000	A		1510	2000	0.030	A		0.010	A		-0.300	-0.020	--	--
IK	TBIT inner curb, center	3	506	667	72%	0.359	A		65%	0.497	A		1428	1265	0.354	A		0.527	A		0.138	0.173	--	--
IL	TBIT inner curb, south	3	561	748									1428	1265	0.393	A		0.591	A			0.198	--	--
IM	Inner curb between TBIT and Terminal 4	3	87	81									3000	3000	0.029	A		0.027	A			-0.002	--	--
IN	Terminal 4 inner curb	3	280	353	35%	0.177	A		27%	0.207	A		1755	1673	0.160	A		0.211	A		0.030	0.051	--	--
IO	Terminal 5 inner curb, west	3	384	496									1592	1510	0.241	A		0.329	A			0.087	--	--
IP	Terminal 5 inner curb, center	3	384	496	53%	0.266	A		41%	0.319	A		1592	1510	0.241	A		0.329	A		0.053	0.087	--	--
IQ	Terminal 6 inner curb, center	3	144	160	25%	0.125	A		20%	0.156	A		1837	1755	0.079	A		0.091	A		0.031	0.013	--	--
IR	Terminal 6 inner curb, east	3	157	179	60%	0.300	A		0%	0.000	A		1510	2000	0.104	A		0.090	A		-0.300	-0.015	--	--
IS	Terminal 7 inner curb, west	3	242	296	31%	0.154	A		30%	0.231	A		1755	1673	0.138	A		0.177	A		0.077	0.039	--	--
IT	Terminal 7 inner curb, center	3	261	324	31%	0.154	A		30%	0.231	A		1755	1673	0.149	A		0.193	A		0.077	0.045	--	--
IU	Terminal 8 inner curb	3	216	305									3000	3000	0.072	A		0.102	A			0.029	--	--
IV	Connection to outer curb, east of Terminal 8	1	19	28									1000	1000	0.019	A		0.028	A			0.009	--	--
IW	Connection to outer curb, east of exit to parking	1	0	28									1000	1000	0.000	A		0.028	A			0.028	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 1-2 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 1-2 Curbside Utilization	Future With Alternative 1-2 Curbside Equivalent V/C Ratio	Future With Alternative 1-2 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 1-2 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 1-2 Roadway V/C Ratio	Future With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IX	Connection to outer curb, east of entrance from service road	1	0	28							1000	1000	0.000	A	0.028	A		0.028	--	--
NC	Central Processor Curbsides (East Side)	4	414	581	30%	0.150	A	20%	0.150	A	1837	1837	0.225	A	0.317	A	0.000	0.091	--	--
ND	Central Processor Curbsides (West Side)	4	204	205	101%	0.505	A	34%	0.263	A	1510	2000	0.135	A	0.103	A	-0.242	-0.033	--	--
NE	Central Processor Curbsides (South of Centerway)	4	315	442							4000	4000	0.079	A	0.110	A		0.032	--	--
NLAU	Relocated Skyway (compared to LAU in adjusted Baseline)	3	559	751							4200	4200	0.133	A	0.179	A		0.046	--	--
NCAP	Relocated Skyway Exit (compared to CAP in adjusted Baseline)	2	146	297							2800	2800	0.052	A	0.106	A		0.054	--	--
NF	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NG	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NI	Outer curbside East of Terminal 0 (compared to WWN East of	6	2127	3213							6000	6000	0.355	A	0.535	A		0.181	--	--
NH	Outer curbside East Recirc Ramp (compared to WWN East of R	6	1569	2842							6000	6000	0.261	A	0.474	A		0.212	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 8 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 8 Curbside Utilization	Future With Alternative 8 Curbside Equivalent V/C Ratio	Future With Alternative 8 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 8 Roadway V/C Ratio	Future With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CE	Center Way North, east of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CF	Center Way South, east of P6 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CG	Northbound West Way, south of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CH	Northbound West Way, north of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CI	Southbound West Way, south of lower level roadway	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CJ	Southbound West Way, south of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CK	Southbound West Way, south of Center Way	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CL	Southbound West Way, south of P16 exit	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CM	Center Way North, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CN	Center Way South, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CO	Center Way North, east of P3 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CP	Center Way South, east of P7 exit	0	0	0							0	0	0.000	A	0.000	A		0.000	--	--
CQ	Center Way North, east of P2 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CU	Center Way North, east of Theme Way intersection	3	716	1042							3000	3000	0.239	A	0.347	A		0.109	--	--
CV	Center Way South, east of P8 exit	0	184	270							0	0	0.000	A	0.000	A		0.000	--	--
CW	East Way northbound, north of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CX	East Way northbound, south of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CY	East Way southbound, north of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CZ	East Way southbound, south of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAA	East Way southbound, south of P19 exit	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAB	Center Way, east of East Way intersection	4	900	1312							4000	4000	0.225	A	0.328	A		0.103	--	--
CAC	Center Way, east of P1 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAD	Center Way, east of P10 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAE	Return/exit roadway, north of Center Way	4	26	0							4000	4000	0.007	A	0.000	A		-0.007	--	--
CAF	Center Way, east of exit to return/exit	3	1014	1517							3000	3000	0.338	A	0.506	A		0.168	--	--
CAG	Center Way, east of P11 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAI	Center Way, east of upper level ramp	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAJ	Center Way, east P12 exit	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAK	Return/exit roadway, north of Center Way	2	449	668							2000	2000	0.225	A	0.334	A		0.109	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	109	0							1000	1000	0.109	A	0.000	A		-0.109	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.294	A	0.294	A		0.000	--	--
CAN	Upper level ramp to return/exit	1	424	300							1000	1000	0.424	A	0.300	A		-0.124	--	--
CAO	Return/exit roadway, south of lower level roadway	3	461	300							3000	3000	0.154	A	0.100	A		-0.054	--	--
CAP	Exit to Sky Way	1	146	0							1000	1000	0.146	A	0.000	A		-0.146	--	--
EP8	Lower level entrance to P1 (entrance 1)		14	20							0	0	0.000	A	0.000	A		0.000	--	--
EP9	Lower level entrance to P1 (entrance 2)		27	38							0	0	0.000	A	0.000	A		0.000	--	--
EP10	Lower level entrance to P2A		38	54							0	0	0.000	A	0.000	A		0.000	--	--
EP11	Lower level entrance to P2		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP12	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP13	Lower level entrance to P3		213	298							0	0	0.000	A	0.000	A		0.000	--	--
EP14	Lower level entrance to P4		225	316							0	0	0.000	A	0.000	A		0.000	--	--
EP15	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP16	Lower level entrance to P5		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP17	Lower level entrance to P6		200	281							0	0	0.000	A	0.000	A		0.000	--	--
EP18	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP19	Lower level entrance to P7 (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP20	Lower level entrance to P7 (entrance 2)		12	17							0	0	0.000	A	0.000	A		0.000	--	--
EP21	Lower level entrance to P7 (entrance 3)		24	33							0	0	0.000	A	0.000	A		0.000	--	--
EP22	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP1	Exit from P1 to Center Way		140	206							0	0	0.000	A	0.000	A		0.000	--	--
XP2	Exit from P2A to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP3	Exit from P2 to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP4	Exit from P2 to southbound West Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP5	Exit from P3/surface lot to Center Way		254	371							0	0	0.000	A	0.000	A		0.000	--	--
XP6	Exit from P4/surface lot to Center Way		280	410							0	0	0.000	A	0.000	A		0.000	--	--
XP7	Exit from P5 to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP8	Exit from P6/surface lot to Center Way		184	270							0	0	0.000	A	0.000	A		0.000	--	--
XP9	Exit from surface lot to lower level roadway		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP10	Exit from P7 to Center Way (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP11	Exit from P7 to Center Way (entrance 2)		141	206							0	0	0.000	A	0.000	A		0.000	--	--
XP12	Exit from surface lot to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--

A	0.45
B	0.55
C	0.65
D	0.85
E	1

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 8 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio		Future Without Alternative Curbside LOS	Future With Alternative 8 Curbside Utilization	Future With Alternative 8 Curbside Equivalent V/C Ratio		Future With Alternative 8 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio		Future Without Alternative Roadway LOS	Future With Alternative 8 Roadway V/C Ratio		Future With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
LA	Lower level roadway entrance	6	2127	3512									6000	6000	0.355	A		0.585	A			0.231	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2632	3512									6000	6000	0.439	A		0.585	A			0.147	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2493	3316	41%	0.313	A		41%	0.313	A		6431	6431	0.388	A		0.516	A		0.000	0.128	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2479	3296	68%	0.527	A		34%	0.263	A		6022	6636	0.412	A		0.497	A		-0.263	0.085	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2584	3457	98%	0.754	C		49%	0.377	A		5408	6431	0.478	A		0.538	A		-0.377	0.060	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2798	3761	107%	0.824	D		107%	0.824	D		5203	5203	0.538	A		0.723	C		0.000	0.185	--	Yes
LG	Terminal 2 outer curb, west of exit to inner curb	7	2647	3548	34%	0.262	A		68%	0.523	A		6636	6022	0.399	A		0.589	A		0.262	0.190	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2647	3548	100%	0.769	C		100%	0.769	C		5203	5203	0.509	A		0.682	B		0.000	0.173	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2609	3495	100%	0.769	C		100%	0.769	C		5203	5203	0.501	A		0.672	B		0.000	0.170	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2609	3495	56%	0.430	A		28%	0.215	A		6227	6841	0.419	A		0.511	A		-0.215	0.092	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2594	3473	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.609	B		-0.194	0.108	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2594	3473	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.609	B		-0.194	0.108	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2358	3141	38%	0.291	A		76%	0.583	A		5526	4827	0.427	A		0.651	B		0.291	0.224	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2358	3141	38%	0.291	A		76%	0.583	A		5526	4827	0.427	A		0.651	B		0.291	0.224	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2236	2969	102%	0.782	C		102%	0.782	C		4303	4303	0.520	A		0.690	B		0.000	0.171	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2032	2782	115%	0.888	D		38%	0.296	A		4129	5526	0.492	A		0.503	A		-0.592	0.011	--	--
LR	Terminal 3 outer curb, west of P13 exit	6	1819	2484	78%	0.596	A		39%	0.298	A		3837	4416	0.474	A		0.562	A		-0.298	0.088	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	6	1976	2704	38%	0.291	A		76%	0.583	A		4416	3837	0.447	A		0.705	C		0.291	0.257	--	Yes
LT	TBIT outer curb, south of exit to inner curb	6	1515	2056	78%	0.596	A		39%	0.298	A		3837	4416	0.395	A		0.466	A		-0.298	0.071	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1515	2056	78%	0.596	A		39%	0.298	A		3837	4416	0.395	A		0.466	A		-0.298	0.071	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1460	1975	56%	0.427	A		28%	0.214	A		4127	4561	0.354	A		0.433	A		-0.214	0.079	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	1934	2642	84%	0.646	B		84%	0.646	B		3693	3693	0.524	A		0.715	C		0.000	0.192	--	Yes
LX	Terminal 4 outer curb, east of exit to inner curb	5	1740	2369	44%	0.340	A		27%	0.207	A		4271	4561	0.407	A		0.520	A		-0.134	0.112	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1516	2053	44%	0.340	A		27%	0.207	A		3837	4416	0.395	A		0.465	A		-0.134	0.070	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1720	2241	72%	0.557	A		36%	0.279	A		3837	4416	0.448	A		0.508	A		-0.279	0.059	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1616	2098	120%	0.923	E		120%	0.923	E		3114	3114	0.519	A		0.674	B		0.000	0.155	--	--
LAC	Outer curb, east of West Way intersection	5	1616	2098	50%	0.385	A		50%	0.385	A		4127	4127	0.392	A		0.508	A		0.000	0.117	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1871	2457	87%	0.669	B		43%	0.334	A		3693	4271	0.507	A		0.575	A		-0.334	0.069	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1671	2176	65%	0.496	A		32%	0.248	A		5002	5526	0.334	A		0.394	A		-0.248	0.060	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1911	2512	50%	0.385	A		50%	0.385	A		5177	5177	0.369	A		0.485	A		0.000	0.116	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1911	2512	88%	0.674	B		88%	0.674	B		4653	4653	0.411	A		0.540	A		0.000	0.129	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1911	2512	65%	0.496	A		32%	0.248	A		5002	5526	0.382	A		0.455	A		-0.248	0.073	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1689	2186	61%	0.472	A		31%	0.236	A		5002	5526	0.338	A		0.396	A		-0.236	0.058	--	--
LAJ	Outer curb, east of East Way intersection	6	1793	2332	52%	0.397	A		52%	0.397	A		5177	5177	0.346	A		0.450	A		0.000	0.104	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1708	2216	52%	0.397	A		52%	0.397	A		5177	5177	0.330	A		0.428	A		0.000	0.098	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1695	2198	113%	0.871	D		113%	0.871	D		4129	4129	0.411	A		0.532	A		0.000	0.122	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1676	2170					39%	0.300			6000	6000	0.279	A		0.362	A			0.082	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1653	2137	61%	0.469	A		30%	0.235	A		5002	5526	0.330	A		0.387	A		-0.235	0.056	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1698	2156									5000	5000	0.340	A		0.431	A			0.092	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1895	2432									5000	5000	0.379	A		0.486	A			0.108	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1895	2432									5000	5000	0.379	A		0.486	A			0.108	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1914	2460									5000	5000	0.383	A		0.492	A			0.109	--	--
LAS	Lower level exit 1 (south)	2	1059	1379									2800	2800	0.378	A		0.492	A			0.114	--	--
LAT	Lower level exit 2 (east)	3	1855	2431									4200	4200	0.442	A		0.579	A			0.137	--	--
LAU	Entrance from Sky Way	3	559	0									4200	4200	0.133	A		0.000	A			-0.133	--	--
IA	Terminal 1 inner curb, east	3	134	145									3000	3000	0.045	A		0.048	A			0.004	--	--
IB	Terminal 1 inner curb, center	3	247	303	30%	0.148	A		29%	0.222	A		1837	1673	0.134	A		0.181	A		0.074	0.047	--	--
IC	Terminal 1 inner curb, west	3	247	303	52%	0.259	A		0%	0.000	A		1592	2000	0.155	A		0.152	A		-0.259	-0.003	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	32	0									1592	2000	0.020	A		0.000	A			-0.020	--	--
IE	Terminal 2 inner curb, east	3	183	212	36%	0.182	A		32%	0.243	A		1755	1673	0.104	A		0.127	A		0.061	0.023	--	--
IF	Terminal 2 inner curb, center	3	183	212	36%	0.182	A		32%	0.243	A		1837	1837	0.100	A		0.116	A		0.061	0.016	--	--
IG	Terminal 2 inner curb, center west	3	198	234	21%	0.105	A		18%	0.140	A		1837	1837	0.108	A		0.128	A		0.035	0.020	--	--
IH	Terminal 2 inner curb, west	3	79	67									1755	1755	0.045	A		0.038	A			-0.007	--	--
II	Terminal 3 inner curb, center	3	202	239	33%	0.164	A		26%	0.197	A		1755	1755	0.115	A		0.136	A		0.033	0.021	--	--
IJ	Terminal 3 inner curb, west	3	45	19	60%	0.300	A		0%	0.000	A		1510	2000	0.030	A		0.010	A		-0.300	-0.020	--	--
IK	TBIT inner curb, center	3	506	667	72%	0.359	A		65%	0.497	A		1428	1265	0.354	A		0.527	A		0.138	0.173	--	--
IL	TBIT inner curb, south	3	561	748									1428	1265	0.393	A		0.591	A			0.198	--	--
IM	Inner curb between TBIT and Terminal 4	3	87	81									3000	3000	0.029	A		0.027	A			-0.002	--	--
IN	Terminal 4 inner curb	3	280	353	35%	0.177	A		27%	0.207	A		1755	1673	0.160	A		0.211	A		0.030	0.051	--	--
IO	Terminal 5 inner curb, west	3	384	496									1592	1510	0.241	A		0.329	A			0.087	--	--
IP	Terminal 5 inner curb, center	3	384	496	53%	0.266	A		41%	0.319	A		1592	1510	0.241	A		0.329	A		0.053	0.087	--	--
IQ	Terminal 6 inner curb, center	3	144	160	25%	0.125	A		20%	0.156	A		1837	1755	0.079	A		0.091	A		0.031	0.013	--	--
IR	Terminal 6 inner curb, east	3	157	179	60%	0.300	A		0%	0.000	A		1510	2000	0.104	A		0.090	A		-0.300	-0.015	--	--
IS	Terminal 7 inner curb, west	3	242	296	31%	0.154	A		30%	0.231	A		1755	1673	0.138	A		0.177	A		0.077	0.039	--	--
IT	Terminal 7 inner curb, center	3	261	324	31%	0.154	A		30%	0.231	A		1755	1673	0.149	A		0.193	A		0.077	0.045	--	--
IU	Terminal 8 inner curb	3	216	305									3000	3000	0.072	A		0.102	A			0.029	--	--
IV	Connection to outer curb, east of Terminal 8	1	19	28									1000	1000	0.019	A		0.028	A			0.009	--	--
IW	Connection to outer curb, east of exit to parking	1	0	28									1000	1000	0.000	A		0.028	A			0.028	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 8 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 8 Curbside Utilization	Future With Alternative 8 Curbside Equivalent V/C Ratio	Future With Alternative 8 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 8 Roadway V/C Ratio	Future With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IX	Connection to outer curb, east of entrance from service road	1	0	28							1000	1000	0.000	A	0.028	A		0.028	--	--
NC	Central Processor Curbsides (East Side)	4	414	581	30%	0.150	A	20%	0.150	A	1837	1837	0.225	A	0.317	A	0.000	0.091	--	--
ND	Central Processor Curbsides (West Side)	4	204	188	101%	0.505	A	43%	0.327	A	1510	2000	0.135	A	0.094	A	-0.178	-0.041	--	--
NE	Central Processor Curbsides (South of Centerway)	4	315	442							4000	4000	0.079	A	0.110	A		0.032	--	--
NLAU	Relocated Skyway (compared to LAU in adjusted Baseline)	3	559	751							4200	4200	0.133	A	0.179	A		0.046	--	--
NCAP	Relocated Skyway Exit (compared to CAP in adjusted Baseline)	2	146	297							2800	2800	0.052	A	0.106	A		0.054	--	--
NF	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NG	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NI	Outer curbside East of Terminal 0 (compared to WWN East of	6	2127	3213							6000	6000	0.355	A	0.535	A		0.181	--	--
NH	Outer curbside East Recirc Ramp (compared to WWN East of R	6	1569	2842							6000	6000	0.261	A	0.474	A		0.212	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 9 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 9 Curbside Utilization	Future With Alternative 9 Curbside Equivalent V/C Ratio	Future With Alternative 9 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 9 Roadway V/C Ratio	Future With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
CA	Entrance from lower level north	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CB	Ramp from upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CC	Ramp to upper level	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CD	Entrance from lower level south	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CE	Center Way North, east of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CF	Center Way South, east of P6 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CG	Northbound West Way, south of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CH	Northbound West Way, north of Center Way	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CI	Southbound West Way, south of lower level roadway	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CJ	Southbound West Way, south of P4 exit	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CK	Southbound West Way, south of Center Way	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CL	Southbound West Way, south of P16 exit	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CM	Center Way North, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CN	Center Way South, east of West Way intersection	2	0	0							2000	2000	0.000	A	0.000	A		0.000	--	--
CO	Center Way North, east of P3 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CP	Center Way South, east of P7 exit	0	0	0							0	0	0.000	A	0.000	A		0.000	--	--
CQ	Center Way North, east of P2 exit	3	675	982							3000	3000	0.225	A	0.327	A		0.102	--	--
CR	Theme Way from outer curb	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CS	Theme Way to Center Way South	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CT	Theme Way to Center Way North	1	0	0							1000	1000	0.000	A	0.000	A		0.000	--	--
CU	Center Way North, east of Theme Way intersection	3	716	1042							3000	3000	0.239	A	0.347	A		0.109	--	--
CV	Center Way South, east of P8 exit	0	184	270							0	0	0.000	A	0.000	A		0.000	--	--
CW	East Way northbound, north of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CX	East Way northbound, south of Center Way	2	209	307							2000	2000	0.105	A	0.153	A		0.049	--	--
CY	East Way southbound, north of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CZ	East Way southbound, south of Center Way	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAA	East Way southbound, south of P19 exit	2	104	146							2000	2000	0.052	A	0.073	A		0.021	--	--
CAB	Center Way, east of East Way intersection	4	900	1312							4000	4000	0.225	A	0.328	A		0.103	--	--
CAC	Center Way, east of P1 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAD	Center Way, east of P10 exit	4	1041	1517							4000	4000	0.260	A	0.379	A		0.119	--	--
CAE	Return/exit roadway, north of Center Way	4	26	0							4000	4000	0.007	A	0.000	A		-0.007	--	--
CAF	Center Way, east of exit to return/exit	3	1014	1517							3000	3000	0.338	A	0.506	A		0.168	--	--
CAG	Center Way, east of P11 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAH	Center Way, east surface public parking lot P22 exit	3	1155	1723							3000	3000	0.385	A	0.574	A		0.189	--	--
CAI	Center Way, east of upper level ramp	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAJ	Center Way, east P12 exit	4	1449	2017							4000	4000	0.362	A	0.504	A		0.142	--	--
CAK	Return/exit roadway, north of Center Way	2	449	668							2000	2000	0.225	A	0.334	A		0.109	--	--
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	1	109	0							1000	1000	0.109	A	0.000	A		-0.109	--	--
CAM	Upper level ramp to eastbound Center Way	1	294	294							1000	1000	0.294	A	0.294	A		0.000	--	--
CAN	Upper level ramp to return/exit	1	424	187							1000	1000	0.424	A	0.187	A		-0.237	--	--
CAO	Return/exit roadway, south of lower level roadway	3	461	187							3000	3000	0.154	A	0.062	A		-0.091	--	--
CAP	Exit to Sky Way	1	146	0							1000	1000	0.146	A	0.000	A		-0.146	--	--
EP8	Lower level entrance to P1 (entrance 1)		14	20							0	0	0.000	A	0.000	A		0.000	--	--
EP9	Lower level entrance to P1 (entrance 2)		27	38							0	0	0.000	A	0.000	A		0.000	--	--
EP10	Lower level entrance to P2A		38	54							0	0	0.000	A	0.000	A		0.000	--	--
EP11	Lower level entrance to P2		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP12	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP13	Lower level entrance to P3		213	298							0	0	0.000	A	0.000	A		0.000	--	--
EP14	Lower level entrance to P4		225	316							0	0	0.000	A	0.000	A		0.000	--	--
EP15	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP16	Lower level entrance to P5		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP17	Lower level entrance to P6		200	281							0	0	0.000	A	0.000	A		0.000	--	--
EP18	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP19	Lower level entrance to P7 (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
EP20	Lower level entrance to P7 (entrance 2)		12	17							0	0	0.000	A	0.000	A		0.000	--	--
EP21	Lower level entrance to P7 (entrance 3)		24	33							0	0	0.000	A	0.000	A		0.000	--	--
EP22	Lower level entrance to surface lot		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP1	Exit from P1 to Center Way		140	206							0	0	0.000	A	0.000	A		0.000	--	--
XP2	Exit from P2A to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP3	Exit from P2 to Center Way		41	61							0	0	0.000	A	0.000	A		0.000	--	--
XP4	Exit from P2 to southbound West Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP5	Exit from P3/surface lot to Center Way		254	371							0	0	0.000	A	0.000	A		0.000	--	--
XP6	Exit from P4/surface lot to Center Way		280	410							0	0	0.000	A	0.000	A		0.000	--	--
XP7	Exit from P5 to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP8	Exit from P6/surface lot to Center Way		184	270							0	0	0.000	A	0.000	A		0.000	--	--
XP9	Exit from surface lot to lower level roadway		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP10	Exit from P7 to Center Way (entrance 1)		0	0							0	0	0.000	A	0.000	A		0.000	--	--
XP11	Exit from P7 to Center Way (entrance 2)		141	206							0	0	0.000	A	0.000	A		0.000	--	--
XP12	Exit from surface lot to Center Way		0	0							0	0	0.000	A	0.000	A		0.000	--	--

A	0.45
B	0.55
C	0.65
D	0.85
E	1

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 9 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio		Future Without Alternative Curbside LOS	Future With Alternative 9 Curbside Utilization	Future With Alternative 9 Curbside Equivalent V/C Ratio		Future With Alternative 9 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio		Future Without Alternative Roadway LOS	Future With Alternative 9 Roadway V/C Ratio		Future With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
LA	Lower level roadway entrance	6	2127	3400									6000	6000	0.355	A		0.567	A			0.212	--	--
LB	Terminal 1 outer curb, west of P8 exit	6	2632	3400									6000	6000	0.439	A		0.567	A			0.128	--	--
LC	Terminal 1 outer curb, after inner curb exit 1	7	2493	3204	41%	0.313	A		0%	0.000	A		6431	7250	0.388	A		0.442	A		-0.313	0.054	--	--
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	7	2479	3184	68%	0.527	A		34%	0.263	A		6022	6636	0.412	A		0.480	A		-0.263	0.068	--	--
LE	Terminal 1 outer curb, west of East Way intersection	7	2584	3345	98%	0.754	C		0%	0.000	A		5408	7250	0.478	A		0.461	A		-0.754	-0.016	--	--
LF	Outer curb, west of inner curb entrance from Terminal 1	7	2798	3648	107%	0.824	D		107%	0.824	D		5203	5203	0.538	A		0.701	C		0.000	0.163	--	Yes
LG	Terminal 2 outer curb, west of exit to inner curb	7	2647	3436	34%	0.262	A		0%	0.000	A		6636	7250	0.399	A		0.474	A		-0.262	0.075	--	--
LH	Terminal 2 outer curb, west of Theme Way	7	2647	3436	100%	0.769	C		100%	0.769	C		5203	5203	0.509	A		0.660	B		0.000	0.152	--	--
LI	Terminal 2 outer curb, west of P10 exit	7	2609	3382	100%	0.769	C		100%	0.769	C		5203	5203	0.501	A		0.650	B		0.000	0.149	--	--
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	7	2609	3382	56%	0.430	A		0%	0.000	A		6227	7250	0.419	A		0.466	A		-0.430	0.047	--	--
LK	Terminal 2 outer curb, west of exit to inner curb	7	2594	3360	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.589	A		-0.194	0.088	--	--
LL	Terminal 2 outer curb, west of P11 exit	6	2594	3360	51%	0.389	A		25%	0.194	A		5177	5701	0.501	A		0.589	A		-0.194	0.088	--	--
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	6	2358	3029	38%	0.291	A		0%	0.000	A		5526	6050	0.427	A		0.501	A		-0.291	0.074	--	--
LO	Terminal 2 outer curb, west of West Way intersection	6	2358	3029	38%	0.291	A		0%	0.000	A		5526	6050	0.427	A		0.501	A		-0.291	0.074	--	--
LP	Terminal 2 outer curb, west of exit to inner curb	6	2236	2857	102%	0.782	C		102%	0.782	C		4303	4303	0.520	A		0.664	B		0.000	0.144	--	--
LQ	Terminal 3 outer curb, west of P12 exit	6	2032	2724	115%	0.888	D		38%	0.296	A		4129	5526	0.492	A		0.493	A		-0.592	0.001	--	--
LR	Terminal 3 outer curb, west of P13 exit	6	1819	2426	78%	0.596	A		0%	0.000	A		3837	4850	0.474	A		0.500	A		-0.596	0.026	--	--
LS	Terminal 3 outer curb, west of entrance from inner curb	6	1976	2646	38%	0.291	A		0%	0.000	A		4416	4850	0.447	A		0.546	A		-0.291	0.098	--	--
LT	TBIT outer curb, south of exit to inner curb	6	1515	1998	78%	0.596	A		0%	0.000	A		3837	4850	0.395	A		0.412	A		-0.596	0.017	--	--
LU	TBIT outer curb, south of Center Way intersection	5	1515	1998	78%	0.596	A		0%	0.000	A		3837	4850	0.395	A		0.412	A		-0.596	0.017	--	--
LV	TBIT outer curb, south of exit to inner curb	5	1460	1917	56%	0.427	A		28%	0.214	A		4127	4561	0.354	A		0.420	A		-0.214	0.067	--	--
LW	TBIT outer curb, south of entrance from inner curb	5	1934	2584	84%	0.646	B		84%	0.646	B		3693	3693	0.524	A		0.700	B		0.000	0.176	--	--
LX	Terminal 4 outer curb, east of exit to inner curb	5	1740	2311	44%	0.340	A		27%	0.207	A		4271	4561	0.407	A		0.507	A		-0.134	0.099	--	--
LY	Terminal 4 outer curb, east of P14 exit	5	1516	1995	44%	0.340	A		27%	0.207	A		3837	4850	0.395	A		0.411	A		-0.134	0.016	--	--
LAA	Terminal 4 outer curb, east of P15 exit	5	1720	2128	72%	0.557	A		0%	0.000	A		3837	4850	0.448	A		0.439	A		-0.557	-0.009	--	--
LAB	Terminal 4 outer curb, after entrance from inner curb	5	1616	1986	120%	0.923	E		120%	0.923	E		3114	3114	0.519	A		0.638	B		0.000	0.119	--	--
LAC	Outer curb, east of West Way intersection	5	1616	1986	50%	0.385	A		0%	0.000	A		4127	4850	0.392	A		0.409	A		-0.385	0.018	--	--
LAD	Terminal 5 outer curb, after exit to inner curb	5	1871	2345	87%	0.669	B		0%	0.000	A		3693	4850	0.507	A		0.483	A		-0.669	-0.023	--	--
LAE	Terminal 5 outer curb, east of P17 exit	6	1671	2064	65%	0.496	A		32%	0.248	A		5002	5526	0.334	A		0.373	A		-0.248	0.039	--	--
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	6	1911	2399	50%	0.385	A		0%	0.000	A		5177	6050	0.369	A		0.397	A		-0.385	0.027	--	--
LAG	Terminal 6 outer curb, east of P18 exit	6	1911	2399	88%	0.674	B		88%	0.674	B		4653	4653	0.411	A		0.516	A		0.000	0.105	--	--
LAH	Terminal 6 outer curb, east of P9 exit	6	1911	2399	65%	0.496	A		0%	0.000	A		5002	6050	0.382	A		0.397	A		-0.496	0.015	--	--
LAI	Terminal 6 outer curb, east of exit to inner curb	6	1689	2074	61%	0.472	A		31%	0.236	A		5002	5526	0.338	A		0.375	A		-0.236	0.038	--	--
LAJ	Outer curb, east of East Way intersection	6	1793	2219	52%	0.397	A		0%	0.000	A		5177	6050	0.346	A		0.367	A		-0.397	0.021	--	--
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	6	1708	2103	52%	0.397	A		0%	0.000	A		5177	6050	0.330	A		0.348	A		-0.397	0.018	--	--
LAL	Terminal 7 outer curb, east of P20 exit	6	1695	2085	113%	0.871	D		113%	0.871	D		4129	4129	0.411	A		0.505	A		0.000	0.094	--	--
LAM	Terminal 7 outer curb, east of exit to inner curb	6	1676	2057					0%	0.000			6000	6000	0.279	A		0.343	A			0.064	--	--
LAN	Terminal 7 outer curb, after P21 exit	6	1653	2024	61%	0.469	A		30%	0.235	A		5002	5526	0.330	A		0.366	A		-0.235	0.036	--	--
LAO	Terminal 7 outer curb, after entrance from inner curb	5	1698	2043									5000	5000	0.340	A		0.409	A			0.069	--	--
LAP	Terminal 7 outer curb, after P13 exit	5	1895	2320									5000	5000	0.379	A		0.464	A			0.085	--	--
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5	1895	2320									5000	5000	0.379	A		0.464	A			0.085	--	--
LAR	Terminal 8 outer curb, after inner curb entrance	5	1914	2348									5000	5000	0.383	A		0.470	A			0.087	--	--
LAS	Lower level exit 1 (south)	2	1059	1362									2800	2800	0.378	A		0.486	A			0.108	--	--
LAT	Lower level exit 2 (east)	3	1855	2335									4200	4200	0.442	A		0.556	A			0.114	--	--
LAU	Entrance from Sky Way	3	559	0									4200	4200	0.133	A		0.000	A			-0.133	--	--
IA	Terminal 1 inner curb, east	3	134	145									3000	3000	0.045	A		0.048	A			0.004	--	--
IB	Terminal 1 inner curb, center	3	247	303	30%	0.148	A		29%	0.222	A		1837	1673	0.134	A		0.181	A		0.074	0.047	--	--
IC	Terminal 1 inner curb, west	3	247	303	52%	0.259	A		0%	0.000	A		1592	2000	0.155	A		0.152	A		-0.259	-0.003	--	--
ID	Inner curb between Terminal 1 and Terminal 2	3	32	0									1592	2000	0.020	A		0.000	A			-0.020	--	--
IE	Terminal 2 inner curb, east	3	183	212	36%	0.182	A		32%	0.243	A		1755	1673	0.104	A		0.127	A		0.061	0.023	--	--
IF	Terminal 2 inner curb, center	3	183	212	36%	0.182	A		32%	0.243	A		1837	1837	0.100	A		0.116	A		0.061	0.016	--	--
IG	Terminal 2 inner curb, center west	3	198	234	21%	0.105	A		18%	0.140	A		1837	1837	0.108	A		0.128	A		0.035	0.020	--	--
IH	Terminal 2 inner curb, west	3	79	67									1755	1755	0.045	A		0.038	A			-0.007	--	--
II	Terminal 3 inner curb, center	3	202	239	33%	0.164	A		26%	0.197	A		1755	1755	0.115	A		0.136	A		0.033	0.021	--	--
IJ	Terminal 3 inner curb, west	3	45	19	60%	0.300	A		0%	0.000	A		1510	2000	0.030	A		0.010	A		-0.300	-0.020	--	--
IK	TBIT inner curb, center	3	506	667	72%	0.359	A		65%	0.497	A		1428	1265	0.354	A		0.527	A		0.138	0.173	--	--
IL	TBIT inner curb, south	3	561	748									1428	1265	0.393	A		0.591	A			0.198	--	--
IM	Inner curb between TBIT and Terminal 4	3	87	81									3000	3000	0.029	A		0.027	A			-0.002	--	--
IN	Terminal 4 inner curb	3	280	353	35%	0.177	A		27%	0.207	A		1755	1673	0.160	A		0.211	A		0.030	0.051	--	--
IO	Terminal 5 inner curb, west	3	384	496									1592	1510	0.241	A		0.329	A			0.087	--	--
IP	Terminal 5 inner curb, center	3	384	496	53%	0.266	A		41%	0.319	A		1592	1510	0.241	A		0.329	A		0.053	0.087	--	--
IQ	Terminal 6 inner curb, center	3	144	160	25%	0.125	A		20%	0.156	A		1837	1755	0.079	A		0.091	A		0.031	0.013	--	--
IR	Terminal 6 inner curb, east	3	157	179	60%	0.300	A		0%	0.000	A		1510	2000	0.104	A		0.090	A		-0.300	-0.015	--	--
IS	Terminal 7 inner curb, west	3	242	296	31%	0.154	A		30%	0.231	A		1755	1673	0.138	A		0.177	A		0.077	0.039	--	--
IT	Terminal 7 inner curb, center	3	261	324	31%	0.154	A		30%	0.231	A		1755	1673	0.149	A		0.193	A		0.077	0.045	--	--
IU	Terminal 8 inner curb	3	216	305									3000	3000	0.072	A		0.102	A			0.029	--	--
IV	Connection to outer curb, east of Terminal 8	1	19	28									1000	1000	0.019	A		0.028	A			0.009	--	--
IW	Connection to outer curb, east of exit to parking	1	0	28									1000	1000	0.000	A		0.028	A			0.028	--	--

Appendix K1 Attachment 4
Arrivals Level Future With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 9 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 9 Curbside Utilization	Future With Alternative 9 Curbside Equivalent V/C Ratio	Future With Alternative 9 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 9 Roadway V/C Ratio	Future With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
IX	Connection to outer curb, east of entrance from service road	1	0	28							1000	1000	0.000	A	0.028	A		0.028	--	--
NC	Central Processor Curbsides (East Side)	4	414	581	30%	0.150	A	20%	0.150	A	1837	1837	0.225	A	0.317	A	0.000	0.091	--	--
ND	Central Processor Curbsides (West Side)	4	204	133	101%	0.505	A	26%	0.199	A	1510	2000	0.135	A	0.067	A	-0.306	-0.069	--	--
NE	Central Processor Curbsides (South of Centerway)	4	315	442							4000	4000	0.079	A	0.110	A		0.032	--	--
NLAU	Relocated Skyway (compared to LAU in adjusted Baseline)	3	559	751							4200	4200	0.133	A	0.179	A		0.046	--	--
NCAP	Relocated Skyway Exit (compared to CAP in adjusted Baseline)	2	146	297							2800	2800	0.052	A	0.106	A		0.054	--	--
NF	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NG	Inner curbside East of Terminal 0 (compared to IA in adjusted	3	134	145							3000	3000	0.045	A	0.048	A		0.004	--	--
NI	Outer curbside East of Terminal 0 (compared to WWN East of	6	2127	3213							6000	6000	0.355	A	0.535	A		0.181	--	--
NH	Outer curbside East Recirc Ramp (compared to WWN East of R	6	1569	2842							6000	6000	0.261	A	0.474	A		0.212	--	--

Appendix K1 Attachment 4
Departures Level With Alternative 4 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 4 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 4 Curbside Utilization	Future With Alternative 4 Curbside Equivalent V/C Ratio	Future With Alternative 4 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 4 Roadway V/C Ratio	Future With Alternative 4 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2453	3022	57%	0.285	A	57%	0.285	A	5,177	5,177	0.474	A	0.584	A	0.000	0.110	--	--
UB	SB East Way, exiting from World Way	2	257	327							2,000	2,000	0.129	A	0.163	A		0.035	--	--
UC	SB East Way, south of EP1	2	230	292							2,000	2,000	0.115	A	0.146	A		0.031	--	--
UD	SB East Way, south of EP7	2	205	260							2,000	2,000	0.103	A	0.130	A		0.027	--	--
UE	WB World Way N, west of East Way intersection	5	2241	2753	54%	0.272	A	58%	0.288	A	4,127	4,127	0.543	A	0.667	B	0.016	0.124	--	--
NA	New Central Processor Road	3	709	862	79%	0.396	A	88%	0.438	A	2,418	2,307	0.293	A	0.373	A	0.042	0.080	--	--
UF	SB West Way, exiting from World Way	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UG	SB West Way, south of EP2	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UH	WB Exit ramp from West Way to Center Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UI	EB Entrance ramp from Center Way to West Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UJ	SB West Way, south of Center Way ramp	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UL	WB World Way, west of SB West Way exit	5	1532	1892	90%	0.450	A	90%	0.450	A	3,548	3,548	0.432	A	0.533	A	0.000	0.101	--	--
UM	SB World Way, south of EP3	5	1472	1815	73%	0.367	A	80%	0.402	A	3,837	3,693	0.384	A	0.491	A	0.035	0.108	--	--
UN	SB World Way, south of EP4	5	1435	1767	63%	0.315	A	66%	0.332	A	3,982	3,982	0.360	A	0.444	A	0.017	0.083	--	--
UO	EB World Way S, east of West Way	5	2124	2603	82%	0.410	A	82%	0.410	A	3,693	3,693	0.575	A	0.705	C	0.000	0.130	--	Yes
UP	NB East Way - exit from World Way S, entrance to World Way N	1	45	58							1,000	1,000	0.045	A	0.058	A		0.013	--	--
UQ	EB World Way S, east of East Way	5	2284	2805	50%	0.248	A	53%	0.264	A	4,271	4,127	0.535	A	0.680	B	0.015	0.145	--	--
UR	Upper level Exit (south and east)	3	1460	1839							4,200	4,200	0.348	A	0.438	A		0.090	--	--
US	Upper level recirculation/exit (north)	2	824	966							2,800	2,800	0.294	A	0.345	A		0.051	--	--
UT	Transfer to lower level & exit (north)	2	798	933							2,800	2,800	0.285	A	0.333	A		0.048	--	--
UU	Upper level recirculation	1	26	33							1,400	1,400	0.018	A	0.024	A		0.005	--	--
UV	Upper level recirculation & entrance	4	1728	2125							5,600	5,600	0.309	A	0.379	A		0.071	--	--
UW	Entrance from Sky Way	3	724	897							4,200	4,200	0.172	A	0.214	A		0.041	--	--
UX	Entrance from east/south	4	1703	2092							5,600	5,600	0.304	A	0.374	A		0.069	--	--
EP1	Upper level entrance to P1	2	33	43							2,000	2,000	0.017	A	0.021	A		0.005	--	--
EP2	Upper level entrance to P2/P2A	2	8	10							2,000	2,000	0.004	A	0.005	A		0.001	--	--
EP3	Upper level entrance to P3	2	60	77							2,000	2,000	0.030	A	0.038	A		0.009	--	--
EP4	Upper level entrance to P4	4	37	48							4,000	4,000	0.009	A	0.012	A		0.003	--	--
EP5	Upper level entrance to P5/P6	4	12	16							4,000	4,000	0.003	A	0.004	A		0.001	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.000	--	--
EP7	Upper level entrance to P7	4	25	31							4,000	4,000	0.006	A	0.008	A		0.002	--	--

NA SL

Appendix K1 Attachment 4
Departures Level With Alternative 1-2 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 1-2 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 1-2 Curbside Utilization	Future With Alternative 1-2 Curbside Equivalent V/C Ratio	Future With Alternative 1-2 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 1-2 Roadway V/C Ratio	Future With Alternative 1-2 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2453	2936	57%	0.285	A	60%	0.302	A	5,177	5,002	0.474	A	0.587	A	0.017	0.113	--	--
UB	SB East Way, exiting from World Way	2	257	322							2,000	2,000	0.129	A	0.161	A		0.032	--	--
UC	SB East Way, south of EP1	2	230	280							2,000	2,000	0.115	A	0.140	A		0.025	--	--
UD	SB East Way, south of EP7	2	205	250							2,000	2,000	0.103	A	0.125	A		0.022	--	--
UE	WB World Way N, west of East Way intersection	5	2241	2684	54%	0.272	A	54%	0.272	A	4,127	4,127	0.543	A	0.650	B	0.000	0.107	--	--
NA	New Central Processor Road	3	709	890	79%	0.396	A	88%	0.438	A	2,418	2,307	0.293	A	0.386	A	0.042	0.093	--	--
UF	SB West Way, exiting from World Way	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UG	SB West Way, south of EP2	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UH	WB Exit ramp from West Way to Center Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UI	EB Entrance ramp from Center Way to West Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UJ	SB West Way, south of Center Way ramp	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UL	WB World Way, west of SB West Way exit	5	1532	1793	90%	0.450	A	90%	0.450	A	3,548	3,548	0.432	A	0.505	A	0.000	0.074	--	--
UM	SB World Way, south of EP3	5	1472	1725	73%	0.367	A	80%	0.402	A	3,837	3,693	0.384	A	0.467	A	0.035	0.083	--	--
UN	SB World Way, south of EP4	5	1435	1677	63%	0.315	A	66%	0.332	A	3,982	3,982	0.360	A	0.421	A	0.017	0.061	--	--
UO	EB World Way S, east of West Way	5	2124	2545	82%	0.410	A	82%	0.410	A	3,693	3,693	0.575	A	0.689	B	0.000	0.114	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	45	70							1,000	1,000	0.045	A	0.070	A		0.025	--	--
UQ	EB World Way S, east of East Way	5	2284	2725	50%	0.248	A	50%	0.248	A	4,271	4,271	0.535	A	0.638	B	0.000	0.103	--	--
UR	Upper level Exit (south and east)	3	1460	1765							4,200	4,200	0.348	A	0.420	A		0.073	--	--
US	Upper level recirculation/exit (north)	2	824	960							2,800	2,800	0.294	A	0.343	A		0.048	--	--
UT	Transfer to lower level & exit (north)	2	798	924							2,800	2,800	0.285	A	0.330	A		0.045	--	--
UU	Upper level recirculation	1	26	36							1,400	1,400	0.018	A	0.026	A		0.007	--	--
UV	Upper level recirculation & entrance	4	1728	2936							5,600	5,600	0.309	A	0.524	A		0.216	--	--
UW	Entrance from Sky Way	3	724	945							4,200	4,200	0.172	A	0.225	A		0.053	--	--
UX	Entrance from east/south	4	1703	1955							5,600	5,600	0.304	A	0.349	A		0.045	--	--
EP1	Upper level entrance to P1	2	33	50							2,000	2,000	0.017	A	0.025	A		0.008	--	--
EP2	Upper level entrance to P2/P2A	2	8	8							2,000	2,000	0.004	A	0.004	A		0.000	--	--
EP3	Upper level entrance to P3	2	60	69							2,000	2,000	0.030	A	0.034	A		0.005	--	--
EP4	Upper level entrance to P4	4	37	47							4,000	4,000	0.009	A	0.012	A		0.003	--	--
EP5	Upper level entrance to P5/P6	4	12	15							4,000	4,000	0.003	A	0.004	A		0.001	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.000	--	--
EP7	Upper level entrance to P7	4	25	30							4,000	4,000	0.006	A	0.007	A		0.001	--	--

Appendix K1 Attachment 4
Departures Level With Alternative 8 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 8 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 8 Curbside Utilization	Future With Alternative 8 Curbside Equivalent V/C Ratio	Future With Alternative 8 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 8 Roadway V/C Ratio	Future With Alternative 8 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2453	2936	57%	0.285	A	60%	0.302	A	5,177	5,002	0.474	A	0.587	A	0.017	0.113	--	--
UB	SB East Way, exiting from World Way	2	257	322							2,000	2,000	0.129	A	0.161	A		0.032	--	--
UC	SB East Way, south of EP1	2	230	280							2,000	2,000	0.115	A	0.140	A		0.025	--	--
UD	SB East Way, south of EP7	2	205	250							2,000	2,000	0.103	A	0.125	A		0.022	--	--
UE	WB World Way N, west of East Way intersection	5	2241	2684	54%	0.272	A	54%	0.272	A	4,127	4,127	0.543	A	0.650	B	0.000	0.107	--	--
NA	New Central Processor Road	3	709	890	79%	0.396	A	88%	0.438	A	2,418	2,307	0.293	A	0.386	A	0.042	0.093	--	--
UF	SB West Way, exiting from World Way	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UG	SB West Way, south of EP2	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UH	WB Exit ramp from West Way to Center Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UI	EB Entrance ramp from Center Way to West Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UJ	SB West Way, south of Center Way ramp	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UL	WB World Way, west of SB West Way exit	5	1532	1793	90%	0.450	A	90%	0.450	A	3,548	3,548	0.432	A	0.505	A	0.000	0.074	--	--
UM	SB World Way, south of EP3	5	1472	1725	73%	0.367	A	80%	0.402	A	3,837	3,693	0.384	A	0.467	A	0.035	0.083	--	--
UN	SB World Way, south of EP4	5	1435	1677	63%	0.315	A	66%	0.332	A	3,982	3,982	0.360	A	0.421	A	0.017	0.061	--	--
UO	EB World Way S, east of West Way	5	2124	2545	82%	0.410	A	82%	0.410	A	3,693	3,693	0.575	A	0.689	B	0.000	0.114	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	45	70							1,000	1,000	0.045	A	0.070	A		0.025	--	--
UQ	EB World Way S, east of East Way	5	2284	2725	50%	0.248	A	50%	0.248	A	4,271	4,271	0.535	A	0.638	B	0.000	0.103	--	--
UR	Upper level Exit (south and east)	3	1460	1765							4,200	4,200	0.348	A	0.420	A		0.073	--	--
US	Upper level recirculation/exit (north)	2	824	960							2,800	2,800	0.294	A	0.343	A		0.048	--	--
UT	Transfer to lower level & exit (north)	2	798	924							2,800	2,800	0.285	A	0.330	A		0.045	--	--
UU	Upper level recirculation	1	26	36							1,400	1,400	0.018	A	0.026	A		0.007	--	--
UV	Upper level recirculation & entrance	4	1728	2936							5,600	5,600	0.309	A	0.524	A		0.216	--	--
UW	Entrance from Sky Way	3	724	945							4,200	4,200	0.172	A	0.225	A		0.053	--	--
UX	Entrance from east/south	4	1703	1955							4,000	4,000	0.426	A	0.489	A		0.063	--	--
EP1	Upper level entrance to P1	2	33	50							2,000	2,000	0.017	A	0.025	A		0.008	--	--
EP2	Upper level entrance to P2/P2A	2	8	8							2,000	2,000	0.004	A	0.004	A		0.000	--	--
EP3	Upper level entrance to P3	2	60	69							2,000	2,000	0.030	A	0.034	A		0.005	--	--
EP4	Upper level entrance to P4	4	37	47							4,000	4,000	0.009	A	0.012	A		0.003	--	--
EP5	Upper level entrance to P5/P6	4	12	15							4,000	4,000	0.003	A	0.004	A		0.001	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.000	--	--
EP7	Upper level entrance to P7	4	25	30							4,000	4,000	0.006	A	0.007	A		0.001	--	--

Appendix K1 Attachment 4
Departures Level With Alternative 9 Roadway Analysis Worksheets

Link ID	Description	Lanes	Future Without Alternative Volumes	Future With Alternative 9 Volumes	Future Without Alternative Curbside Utilization	Future Without Alternative Curbside Equivalent V/C Ratio	Future Without Alternative Curbside LOS	Future With Alternative 9 Curbside Utilization	Future With Alternative 9 Curbside Equivalent V/C Ratio	Future With Alternative 9 Curbside LOS	Future Without Alternative Roadway Throughput	ALT 8 78.9 MAP Roadway Throughput	Future Without Alternative Roadway V/C Ratio	Future Without Alternative Roadway LOS	Future With Alternative 9 Roadway V/C Ratio	Future With Alternative 9 Roadway LOS	Curbside Change in V/C	Roadway Change in V/C	Curbside Impact?	Roadway Impact?
UA	WB World Way N, east of East Way (upper level roadway entrance)	6	2453	2875	57%	0.285	A	53%	0.267	A	5,177	5,177	0.474	A	0.555	A	-0.017	0.082	--	--
UB	SB East Way, exiting from World Way	2	257	322							2,000	2,000	0.129	A	0.161	A		0.032	--	--
UC	SB East Way, south of EP1	2	230	280							2,000	2,000	0.115	A	0.140	A		0.025	--	--
UD	SB East Way, south of EP7	2	205	250							2,000	2,000	0.103	A	0.125	A		0.022	--	--
UE	WB World Way N, west of East Way intersection	5	2241	2623	54%	0.272	A	48%	0.240	A	4,127	4,271	0.543	A	0.614	B	-0.032	0.071	--	--
NA	New Central Processor Road	3	709	859	79%	0.396	A	79%	0.396	A	2,418	2,418	0.293	A	0.355	A	0.000	0.062	--	--
UF	SB West Way, exiting from World Way	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UG	SB West Way, south of EP2	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UH	WB Exit ramp from West Way to Center Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UI	EB Entrance ramp from Center Way to West Way	1	0	0							1,000	1,000	0.000	A	0.000	A		0.000	--	--
UJ	SB West Way, south of Center Way ramp	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UK	SB West Way, south of EP5 - entering World Way S	2	0	0							2,000	2,000	0.000	A	0.000	A		0.000	--	--
UL	WB World Way, west of SB West Way exit	5	1532	1764	90%	0.450	A	80%	0.400	A	3,548	3,693	0.432	A	0.478	A	-0.050	0.046	--	--
UM	SB World Way, south of EP3	5	1472	1695	73%	0.367	A	73%	0.367	A	3,837	3,837	0.384	A	0.442	A	0.000	0.058	--	--
UN	SB World Way, south of EP4	5	1435	1647	63%	0.315	A	59%	0.297	A	3,982	4,127	0.360	A	0.399	A	-0.017	0.039	--	--
UO	EB World Way S, east of West Way	5	2124	2484	82%	0.410	A	72%	0.360	A	3,693	3,837	0.575	A	0.647	B	-0.050	0.072	--	--
UP	NB East Way - exit from World Way S, entrance to World Way N	1	45	70							1,000	1,000	0.045	A	0.070	A		0.025	--	--
UQ	EB World Way S, east of East Way	5	2284	2664	50%	0.248	A	44%	0.218	A	4,271	4,271	0.535	A	0.624	B	-0.030	0.089	--	--
UR	Upper level Exit (south and east)	3	1460	1765							4,200	4,200	0.348	A	0.420	A		0.073	--	--
US	Upper level recirculation/exit (north)	2	824	899							2,800	2,800	0.294	A	0.321	A		0.027	--	--
UT	Transfer to lower level & exit (north)	2	798	863							2,800	2,800	0.285	A	0.308	A		0.023	--	--
UU	Upper level recirculation	1	26	36							1,400	1,400	0.018	A	0.026	A		0.007	--	--
UV	Upper level recirculation & entrance	4	1728	2875							5,600	5,600	0.309	A	0.513	A		0.205	--	--
UW	Entrance from Sky Way	3	724	884							4,200	4,200	0.172	A	0.210	A		0.038	--	--
UX	Entrance from east/south	4	1703	1955							4,000	4,000	0.426	A	0.489	A		0.063	--	--
EP1	Upper level entrance to P1	2	33	50							2,000	2,000	0.017	A	0.025	A		0.008	--	--
EP2	Upper level entrance to P2/P2A	2	8	8							2,000	2,000	0.004	A	0.004	A		0.000	--	--
EP3	Upper level entrance to P3	2	60	69							2,000	2,000	0.030	A	0.034	A		0.005	--	--
EP4	Upper level entrance to P4	4	37	47							4,000	4,000	0.009	A	0.012	A		0.003	--	--
EP5	Upper level entrance to P5/P6	4	12	15							4,000	4,000	0.003	A	0.004	A		0.001	--	--
EP6	n/a	4	0	0							4,000	4,000	0.000	A	0.000	A		0.000	--	--
EP7	Upper level entrance to P7	4	25	30							4,000	4,000	0.006	A	0.007	A		0.001	--	--

Attachment 5
Baseline Intersection Worksheets

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

Intersection #2 Lower Level World Way South & West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1878	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1878	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1878	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1878	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1878	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Crit Vol:	0				0			470		0		
Crit Moves:								****				

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

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	0	0	0	3	0	0
Volume Module:												
Base Vol:	310	185	0	0	0	0	589	0	0	0	0	1943
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	185	0	0	0	0	589	0	0	0	0	1943
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	185	0	0	0	0	589	0	0	0	0	1943
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	185	0	0	0	0	589	0	0	0	0	1943
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	341	185	0	0	0	0	648	0	0	0	0	1943
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.00
Crit Vol:	171					216		0			324	
Crit Moves:	****					****					****	

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.192
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	218	0	0	144	1465	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	218	0	0	144	1465	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	218	0	0	144	1465	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	218	0	0	144	1465	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	240	0	0	144	1465	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	615	6260	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:			0			120			144			0						
Crit Moves:						****			****									

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Level Of Service Computation Report
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Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1387	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1387	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1387	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1387	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1387	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Crit Vol:	0				0			347		0		
Crit Moves:								****				

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

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	479	0	0	0	0	0	0	0	0	0	2285	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	0	0	0	0	0	0	0	0	0	2285	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	0	0	0	0	0	0	0	0	0	2285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	0	0	0	0	0	0	0	0	0	2285	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	527	0	0	0	0	0	0	0	0	0	2285	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00
Crit Vol:	263				0		0				381	
Crit Moves:	****										****	

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				0			0			0	
Crit Moves:												

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

Intersection #2 Lower Level World Way South & West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1701	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1701	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1701	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1701	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1701	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	2750	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			0			425		0			
Crit Moves:							****					

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	212	0	0	138	1302	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	0	138	1302	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	212	0	0	138	1302	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	0	138	1302	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	233	0	0	138	1302	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.48	4.52	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	659	6216	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Vol:	0			117			138			0		
Crit Moves:				****			****					

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	173	0		0	0	494		0	0	0		0	1603	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	173	0		0	0	494		0	0	0		0	1603	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	173	0		0	0	494		0	0	0		0	1603	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	173	0		0	0	494		0	0	0		0	1603	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	173	0		0	0	543		0	0	0		0	1603	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	1375	0		0	0	4125		0	0	0		0	5500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.00	0.00	0.13		0.00	0.00	0.00		0.00	0.29	0.00	
Crit Vol:		173				0				0				401		
Crit Moves:		****				****								****		

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	0	1	3	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1368	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1368	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	1368	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	1368	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	0		0	1368	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.00	4.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		0	5500	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.00	0.00	
Crit Vol:	0					0				342				0		
Crit Moves:										****						

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

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	247	185	0	0	0	0	589	0	0	0	0	1943	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	185	0	0	0	0	589	0	0	0	0	1943	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	185	0	0	0	0	589	0	0	0	0	1943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	185	0	0	0	0	589	0	0	0	0	1943	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	272	185	0	0	0	0	648	0	0	0	0	1943	0
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00	
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.13	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.00	
Crit Vol:	136					216	0				324		
Crit Moves:	****					****					****		

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

Intersection #2 Lower Level World Way South & West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 0	0	1 3	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1744	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1744	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1744	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1744	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1744	0	0	0	0	0
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0	0
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			0			436		0				
Crit Moves:							****						

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

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1387	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1387	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	1387	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	1387	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	0		0	1387	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.00	4.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		0	5500	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.00	0.00	
Crit Vol:	0				0				347				0			
Crit Moves:									****							

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.192
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way								World Way South							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		218	0	0		144	1331	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		218	0	0		144	1331	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		218	0	0		144	1331	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		218	0	0		144	1331	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		240	0	0		144	1331	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.49	4.51	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		671	6204	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Crit Vol:	0				120				144				0			
Crit Moves:					****				****							

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Lower Level Skyway & World Way North

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

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	412	0	0	0	0	0	0	0	0	0	2285	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	0	0	0	0	0	0	0	0	0	2285	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	0	0	0	0	0	0	0	0	0	2285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	0	0	0	0	0	0	0	0	0	2285	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	453	0	0	0	0	0	0	0	0	0	2285	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00
Crit Vol:	227				0		0				381	
Crit Moves:	****										****	

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				0			0			0	
Crit Moves:												

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 0	0	1 4	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	212	0	0	138	1235	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	0	138	1235	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	212	0	0	138	1235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	0	138	1235	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	233	0	0	138	1235	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.50	4.50	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	691	6184	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Vol:		0		117			138				0	
Crit Moves:				****			****					

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Lower Level World Way South & West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 0	0	1 3	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1633	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1633	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1633	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1633	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1633	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Crit Vol:		0				0		408			0	
Crit Moves:								****				

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	173	0		0	0	494		0	0	0		0	1603	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	173	0		0	0	494		0	0	0		0	1603	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	173	0		0	0	494		0	0	0		0	1603	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	173	0		0	0	494		0	0	0		0	1603	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	173	0		0	0	543		0	0	0		0	1603	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	1375	0		0	0	4125		0	0	0		0	5500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.00	0.00	0.13		0.00	0.00	0.00		0.00	0.29	0.00	
Crit Vol:		173				0				0				401		
Crit Moves:		****				****								****		

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

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.237
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	0	1	3	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1301	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1301	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	1301	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	1301	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	0		0	1301	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.00	4.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		0	5500	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.24	0.00		0.00	0.00	0.00	
Crit Vol:	0					0				325				0		
Crit Moves:										****						

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

Intersection #2 Lower Level World Way South & West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	3	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1443	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1443	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1443	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1443	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1443	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Crit Vol:	0			0			361		0			
Crit Moves:							****					

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

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	0	0	0	0	3	0
Volume Module:												
Base Vol:	303	0	0	0	0	0	0	0	0	0	2285	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	0	0	0	0	0	0	0	0	0	2285	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	0	0	0	0	0	0	0	0	0	2285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	0	0	0	0	0	0	0	0	2285	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	333	0	0	0	0	0	0	0	0	0	2285	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00
Crit Vol:	167					0			0			
Crit Moves:	****										****	

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	212	0	0	138	1169	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	212	0	0	138	1169	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	212	0	0	138	1169	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	212	0	0	138	1169	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	233	0	0	138	1169	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.53	4.47	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	726	6149	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Vol:			0			117			138			0
Crit Moves:						****			****			

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

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1235	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1235	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1235	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1235	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00
Crit Vol:			0			0			309			0
Crit Moves:									****			

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Level Of Service Computation Report
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Intersection #1 Upper Level World Way North & Skyway (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Skyway World Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	779		0	0	0		0	1771		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	779		0	0	0		0	1771		0
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	779		0	0	0		0	1771		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	0		0	0	779		0	0	0		0	1771		0
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	857		0	0	0		0	1771		0
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	0	0		0	0	4125		0	0	0		0	5500		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.21		0.00	0.00	0.00		0.00	0.32	0.00	
Crit Vol:	0						286		0					443		
Crit Moves:							****							****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	173		0	0	0	494		0	0	0		0	1603		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	173		0	0	0	494		0	0	0		0	1603		0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	173		0	0	0	494		0	0	0		0	1603		0
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0		0
Reduced Vol:	0	173		0	0	0	494		0	0	0		0	1603		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	173		0	0	0	543		0	0	0		0	1603		0
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00		0.00	0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	1375		0	0	0	4125		0	0	0		0	5500		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13		0.00	0.00	0.00	0.13		0.00	0.00	0.00		0.00	0.29	0.00	
Crit Vol:		173					0				0			401		
Crit Moves:		****					****							****		

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*******************************************************************************
Intersection #3 Upper Level World Way South and East Way
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.134
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                  A
*******************************************************************************
Street Name:             Easy Way                    World Way South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  3  0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0   207    0    0    71 2247    0     0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0   207    0    0    71 2247    0     0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0   207    0    0    71 2247    0     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0   207    0    0    71 2247    0     0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   228    0    0    71 2247    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 2.00 0.00 0.00 0.12 3.88 0.00  0.00 0.00 0.00
Final Sat.:     0    0    0 2750    0    0  168 5332    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.08 0.00 0.00 0.42 0.42 0.00  0.00 0.00 0.00
Crit Vol:           0         114              71                    0
Crit Moves:                  ****             ****
*******************************************************************************

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*******************************************************************************
Intersection #2 Upper Level World Way South and West Way
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.589
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
*******************************************************************************
Street Name:             West Way                    World Way South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  0  4  0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0   749    0    0    0 1590    0     0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0   749    0    0    0 1590    0     0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0   749    0    0    0 1590    0     0    0    0
Reduct Vol:     0    0    0     0    0    0    0    0    0     0    0    0
Reduced Vol:    0    0    0   749    0    0    0 1590    0     0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   824    0    0    0 1590    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 2.00 0.00 0.00 0.00 4.00 0.00  0.00 0.00 0.00
Final Sat.:     0    0    0 2750    0    0    0 5500    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.30 0.00 0.00 0.00 0.29 0.00  0.00 0.00 0.00
Crit Vol:           0         412              397                   0
Crit Moves:                  ****             ****
*******************************************************************************

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	724	0	0	0	1526	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	724	0	0	0	1526	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	724	0	0	0	1526	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	724	0	0	0	1526	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	796	0	0	0	1526	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Crit Vol:			0			398			382			0
Crit Moves:				****				****				

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Upper Level World Way North & Skyway (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Skyway						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	747	0	0	0	0	1665	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	747	0	0	0	0	1665	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	747	0	0	0	0	1665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	747	0	0	0	0	1665	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	822	0	0	0	0	1665	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.30	0.00
Crit Vol:			0			274			0			416
Crit Moves:						****						****

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #1 Upper Level World Way North & Skyway (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Skyway						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	758	0	0	0	0	1719	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	758	0	0	0	0	1719	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	758	0	0	0	0	1719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	758	0	0	0	0	1719	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	834	0	0	0	0	1719	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.31	0.00
Crit Vol:	0					278	0				430	
Crit Moves:						****					****	

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	199	0	0	71	2157	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	199	0	0	71	2157	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	199	0	0	71	2157	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	0	71	2157	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	219	0	0	71	2157	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.13	3.87	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	175	5325	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Crit Vol:	0			109			71			0		
Crit Moves:				****			****					

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.134
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	207	0	0	71	2174	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	0	71	2174	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	207	0	0	71	2174	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	0	0	71	2174	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	228	0	0	71	2174	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.13	3.87	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	174	5326	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Crit Vol:			0			114			71			0
Crit Moves:				****			****					

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	749	0	0	0	1517	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	749	0	0	0	1517	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	749	0	0	0	1517	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	749	0	0	0	1517	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	824	0	0	0	1517	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Crit Vol:			0			412			379			0
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	724	0	0	0	1459	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	724	0	0	0	1459	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	724	0	0	0	1459	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	724	0	0	0	1459	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	796	0	0	0	1459	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00
Crit Vol:			0			398			365		0	
Crit Moves:				****				****				

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Upper Level World Way North & Skyway (Entry Intersection)

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

Street Name:	Skyway						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	728	0	0	0	0	1617	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	728	0	0	0	0	1617	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	728	0	0	0	0	1617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	728	0	0	0	0	1617	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	801	0	0	0	0	1617	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.29	0.00
Crit Vol:			0			267		0			404	
Crit Moves:						****					****	

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Upper Level World Way North & Skyway (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Skyway						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	707	0	0	0	0	1567	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	707	0	0	0	0	1567	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	707	0	0	0	0	1567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	707	0	0	0	0	1567	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	778	0	0	0	0	1567	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.28	0.00
Crit Vol:	0					259	0				392	
Crit Moves:						****					****	

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	199	0	0	71	2089	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	199	0	0	71	2089	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	199	0	0	71	2089	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	0	71	2089	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	219	0	0	71	2089	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.13	3.87	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	181	5319	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.00
Crit Vol:	0			109			71			0		
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	199	0	0	71	2019	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	199	0	0	71	2019	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	199	0	0	71	2019	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	0	71	2019	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	219	0	0	71	2019	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.14	3.86	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	187	5313	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Crit Vol:		0		109			71				0	
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	724	0	0	0	1388	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	724	0	0	0	1388	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	724	0	0	0	1388	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	724	0	0	0	1388	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	796	0	0	0	1388	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Crit Vol:		0		398				347			0	
Crit Moves:				****				****				

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	845	538	467	858	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4747	1389	3112	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4747	1389	3112	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	918	585	508	933	502
RTOR Reduction (vph)	0	0	0	0	205
Lane Group Flow (vph)	1164	339	751	690	297
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	30.8	30.8	28.9	28.9	28.9
Effective Green, g (s)	30.8	30.8	28.9	28.9	28.9
Actuated g/C Ratio	0.45	0.45	0.43	0.43	0.43
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)	2160	632	1328	1088	1113
v/s Ratio Prot	c0.25		0.24	c0.27	
v/s Ratio Perm		0.24			0.11
v/c Ratio	0.54	0.54	0.57	0.63	0.27
Uniform Delay, d1	13.3	13.3	14.7	15.2	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.9	0.6	1.2	0.1
Delay (s)	13.6	14.2	15.2	16.5	12.7
Level of Service	B	B	B	B	B
Approach Delay (s)	13.7		15.0		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	14.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	67.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	904	570	467	899	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91
Frt	0.97	0.85	0.94	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4751	1389	3088	2400	1348
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4751	1389	3088	2400	1348
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	983	620	508	977	526
RTOR Reduction (vph)	0	0	0	16	92
Lane Group Flow (vph)	1237	366	840	766	297
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	32.4	32.4	33.2	33.2	33.2
Effective Green, g (s)	32.4	32.4	33.2	33.2	33.2
Actuated g/C Ratio	0.44	0.44	0.45	0.45	0.45
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)	2091	611	1393	1083	608
v/s Ratio Prot	0.26		0.27	c0.32	
v/s Ratio Perm		c0.26			0.22
v/c Ratio	0.59	0.60	0.60	0.71	0.49
Uniform Delay, d1	15.6	15.7	15.2	16.3	14.2
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	1.6	0.7	2.1	0.6
Delay (s)	16.0	17.2	16.0	18.4	14.8
Level of Service	B	B	B	B	B
Approach Delay (s)	16.3		16.7		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	16.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	73.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	59.9%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	846	540	444	750	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.96	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4746	1389	3124	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4746	1389	3124	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	920	587	483	815	439
RTOR Reduction (vph)	0	0	0	0	231
Lane Group Flow (vph)	1167	340	679	619	208
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	30.5	30.5	25.8	25.8	25.8
Effective Green, g (s)	30.5	30.5	25.8	25.8	25.8
Actuated g/C Ratio	0.47	0.47	0.40	0.40	0.40
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)	2251	659	1253	1022	1046
v/s Ratio Prot	c0.25		0.22	c0.24	
v/s Ratio Perm		0.24			0.08
v/c Ratio	0.52	0.52	0.54	0.61	0.20
Uniform Delay, d1	11.8	11.8	14.7	15.2	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.7	0.5	1.0	0.1
Delay (s)	12.0	12.4	15.2	16.2	12.6
Level of Service	B	B	B	B	B
Approach Delay (s)	12.1		14.9		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	13.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	846	540	444	793	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4746	1389	3117	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4746	1389	3117	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	920	587	483	862	464
RTOR Reduction (vph)	0	0	0	0	219
Lane Group Flow (vph)	1167	340	699	646	245
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	30.5	30.5	26.7	26.7	26.7
Effective Green, g (s)	30.5	30.5	26.7	26.7	26.7
Actuated g/C Ratio	0.47	0.47	0.41	0.41	0.41
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)	2220	650	1276	1043	1068
v/s Ratio Prot	c0.25		0.22	c0.25	
v/s Ratio Perm		0.24			0.09
v/c Ratio	0.53	0.52	0.55	0.62	0.23
Uniform Delay, d1	12.2	12.2	14.7	15.2	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.8	0.5	1.1	0.1
Delay (s)	12.5	13.0	15.1	16.3	12.7
Level of Service	B	B	B	B	B
Approach Delay (s)	12.6		14.9		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	13.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int

5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	846	540	401	735	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4746	1389	3112	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4746	1389	3112	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	920	587	436	799	430
RTOR Reduction (vph)	0	0	0	0	234
Lane Group Flow (vph)	1167	340	644	591	196
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	30.1	30.1	24.8	24.8	24.8
Effective Green, g (s)	30.1	30.1	24.8	24.8	24.8
Actuated g/C Ratio	0.48	0.48	0.39	0.39	0.39
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)	2271	665	1227	1005	1028
v/s Ratio Prot	c0.25		0.21	c0.23	
v/s Ratio Perm		0.24			0.08
v/c Ratio	0.51	0.51	0.52	0.59	0.19
Uniform Delay, d1	11.3	11.3	14.5	15.0	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.7	0.4	0.9	0.1
Delay (s)	11.5	12.0	15.0	15.9	12.6
Level of Service	B	B	B	B	B
Approach Delay (s)	11.6		14.7		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	13.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	62.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Attachment 6
Future Intersection Worksheets

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	315	146	0	0	0	0 559	0	0	0	0	1812	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	146	0	0	0	0 559	0	0	0	0	1812	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	146	0	0	0	0 559	0	0	0	0	1812	0
Reduct Vol:	0	0	0	0	0	0 0	0	0	0	0	0	0
Reduced Vol:	315	146	0	0	0	0 559	0	0	0	0	1812	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	146	0	0	0	0 615	0	0	0	0	1812	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	0 4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.22	0.00
Crit Vol:	173					205	0				302	
Crit Moves:	****					****					****	

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Lower Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 0	0	1 3	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	315	0	0	0	1616	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	315	0	0	0	1616	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	315	0	0	0	1616	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	0	0	1616	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	347	0	0	0	1616	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00
Crit Vol:	0			173				404		0		
Crit Moves:				****				****				

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		204	0	0	0	2124		0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		204	0	0	0	2124		0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		204	0	0	0	2124		0		0	0	0	
Reduct Vol:	0	0	0		0	0	0	0	0		0		0	0	0	
Reduced Vol:	0	0	0		204	0	0	0	2124		0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		224	0	0	0	2124		0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375	1375	1375		1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00	0.00	4.00		0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0	0	5500		0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00	0.00	0.39		0.00		0.00	0.00	0.00	
Crit Vol:		0			112				531				0			
Crit Moves:					****				****							

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.194
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Easy Way								World Way South							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		104	0	0		209	1689		0	0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0		104	0	0		209	1689		0	0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0		104	0	0		209	1689		0	0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0	0	
Reduced Vol:	0	0	0		104	0	0		209	1689		0	0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Final Vol.:	0	0	0		114	0	0		209	1689		0	0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.55	4.45		0.00	0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		757	6118		0	0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.00		0.28	0.28		0.00	0.00	0.00	0.00	
Crit Vol:		0			57				209				0			
Crit Moves:					****				****							

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	341	0	0	0	0	0	0	0	0	0	3213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	0	0	0	0	0	0	0	0	0	3213	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	0	0	0	0	0	0	0	0	0	3213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	0	0	0	0	0	0	0	0	3213	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	375	0	0	0	0	0	0	0	0	0	3213	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00
Crit Vol:	188					0			0			536
Crit Moves:	****											****

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

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

Intersection #2 Lower Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	442	0	0	0	2140	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	442	0	0	0	2140	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	442	0	0	0	2140	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	0	0	2140	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	486	0	0	0	2140	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00
Crit Vol:		0		243				535		0		
Crit Moves:				****				****				

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	146	0	0	307	2228	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	146	0	0	307	2228	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	0	0	307	2228	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	0	0	307	2228	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	161	0	0	307	2228	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.61	4.39	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	833	6042	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00
Crit Vol:		0		80			307			0		
Crit Moves:				****			****					

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

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	2	0	0	0 0	0	1	3	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		205	0	0		0	2077	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		205	0	0		0	2077	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		205	0	0		0	2077	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		205	0	0		0	2077	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		226	0	0		0	2077	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.00	4.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		0	5500	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.00	0.38	0.00		0.00	0.00	0.00	
Crit Vol:	0				113					519			0			
Crit Moves:					****					****						

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	297	0		0	0	751		0	0	0		0	2236	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	297	0		0	0	751		0	0	0		0	2236	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	297	0		0	0	751		0	0	0		0	2236	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	297	0		0	0	751		0	0	0		0	2236	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	297	0		0	0	826		0	0	0		0	2236	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	1375	0		0	0	4125		0	0	0		0	5500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.41	0.00	
Crit Vol:		297			0					0						
Crit Moves:		****			****									****		

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Lower Level World Way South and West Way

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

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	465	0	0	0	2172	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	465	0	0	0	2172	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	465	0	0	0	2172	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	465	0	0	0	2172	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	512	0	0	0	2172	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00
Crit Vol:			0			256			543			0
Crit Moves:				****				****				

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	0	0	0	3	0	0
Volume Module:												
Base Vol:	264	216	0	0	0	0	810	0	0	0	0	2675
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	216	0	0	0	0	810	0	0	0	0	2675
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	216	0	0	0	0	810	0	0	0	0	2675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	216	0	0	0	0	810	0	0	0	0	2675
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	216	0	0	0	0	891	0	0	0	0	2675
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	0	4125	0	0	0	0	8250
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.32
Crit Vol:	145						297		0			446
Crit Moves:	****						****					****

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	153	0	0	309	2276	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	0	309	2276	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	0	0	309	2276	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	0	0	309	2276	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	168	0	0	309	2276	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.60	4.40	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	822	6053	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Crit Vol:		0		84			309			0		
Crit Moves:				****			****					

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	201	0	0	0	2124	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	0	0	2124	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	201	0	0	0	2124	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	0	0	2124	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	221	0	0	0	2124	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00
Crit Vol:		0		111			531			0		
Crit Moves:				****			****					

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 6	0 0
Volume Module:												
Base Vol:	300	0	0	0	0	0	0	0	0	0	3213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	0	0	0	0	0	0	0	0	3213	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	0	0	0	0	0	0	0	0	3213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	0	0	0	0	0	0	0	0	3213	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	330	0	0	0	0	0	0	0	0	0	3213	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00
Crit Vol:	165					0			0			536
Crit Moves:	****											****

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0					0			0			0
Crit Moves:												

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	146	0	0	307	2186	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	146	0	0	307	2186	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	0	0	307	2186	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	0	0	307	2186	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	161	0	0	307	2186	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.62	4.38	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	847	6028	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.00
Crit Vol:			0			80			307			0
Crit Moves:				****			****					

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Lower Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	442	0	0	0	2098	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	442	0	0	0	2098	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	442	0	0	0	2098	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	0	0	2098	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	486	0	0	0	2098	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00
Crit Vol:			0			243			525			0
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	2	0 0	0 0	0	1 3	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	188	0	0	0	2053	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	188	0	0	0	2053	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	188	0	0	0	2053	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	0	0	0	2053	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	207	0	0	0	2053	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1375	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00
Crit Vol:		0		103			513		0			
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 0	0 3	0	0 0	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	0	297	0	0	0	751	0	0	0	0	2236	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	0	0	0	751	0	0	0	0	2236	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	297	0	0	0	751	0	0	0	0	2236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	297	0	0	0	751	0	0	0	0	2236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	297	0	0	0	826	0	0	0	0	2236	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	1375	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.41	0.00
Crit Vol:		297		0			0				559	
Crit Moves:		****		****							****	

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Lower Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	442	0	0	0	1986	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	442	0	0	0	1986	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	442	0	0	0	1986	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	0	0	1986	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	486	0	0	0	1986	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Crit Vol:			0			243			497		0	
Crit Moves:				****				****				

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Lower Level Skyway & World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Skyway						World Way North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	0	0	0	3	0	0
Volume Module:												
Base Vol:	187	0	0	0	0	0	0	0	0	0	3213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	0	0	0	0	0	0	0	0	0	3213	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	0	0	0	0	0	0	0	0	0	3213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	0	0	0	0	0	0	0	0	0	3213	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	0	0	0	0	0	0	0	0	0	3213	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00
Final Sat.:	2750	1375	0	0	0	4125	0	0	0	0	8250	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00
Crit Vol:	103					0			0			536
Crit Moves:	****											****

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Lower Level Future Intersection at World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		133	0	0		0	1995		0	0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0		133	0	0		0	1995		0	0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0		133	0	0		0	1995		0	0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0	0	
Reduced Vol:	0	0	0		133	0	0		0	1995		0	0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Final Vol.:	0	0	0		146	0	0		0	1995		0	0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.00	4.00		0.00	0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		0	5500		0	0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.00		0.00	0.36		0.00	0.00	0.00	0.00	
Crit Vol:	0				73					499			0			
Crit Moves:					****					****						

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

Intersection #3 Lower Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Easy Way								World Way South							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		146	0	0		307	2074		0	0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0		146	0	0		307	2074		0	0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0		146	0	0		307	2074		0	0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0	0	
Reduced Vol:	0	0	0		146	0	0		307	2074		0	0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Final Vol.:	0	0	0		161	0	0		307	2074		0	0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		0.64	4.36		0.00	0.00	0.00	0.00	
Final Sat.:	0	0	0		2750	0	0		886	5989		0	0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.00		0.35	0.35		0.00	0.00	0.00	0.00	
Crit Vol:	0				80				307				0			
Crit Moves:					****				****							

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Upper Level World Way North & Sky Way (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Sky Way World Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	753		0	0	0		0	1799		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	753		0	0	0		0	1799		
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	753		0	0	0		0	1799		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	753		0	0	0		0	1799		
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	828		0	0	0		0	1799		
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	0	0		0	0	4125		0	0	0		0	5500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.33	0.00	
Crit Vol:	0						276		0					450		
Crit Moves:							****							****		

LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Lower Level New Intersection at World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	0	0 3	0	0	0	0 0	0	0	4	0 0
Volume Module:																
Base Vol:	0	297	0		0	0	751		0	0	0		0	2236	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	297	0		0	0	751		0	0	0		0	2236	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	297	0		0	0	751		0	0	0		0	2236	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	297	0		0	0	751		0	0	0		0	2236	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	297	0		0	0	826		0	0	0		0	2236	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	3.00		0.00	0.00	0.00		0.00	4.00	0.00	
Final Sat.:	0	1375	0		0	0	4125		0	0	0		0	5500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.41	0.00	
Crit Vol:		297				0				0				559		
Crit Moves:		****				****								****		

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.115
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	205	0	0	45	2179	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	0	0	45	2179	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	0	45	2179	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	0	45	2179	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	226	0	0	45	2179	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.08	3.92	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	111	5389	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Crit Vol:			0			113			45			0
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	759	0	0	0	1484	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	759	0	0	0	1484	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	759	0	0	0	1484	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	759	0	0	0	1484	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	835	0	0	0	1484	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00
Crit Vol:			0			417			371			0
Crit Moves:				****			****					

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #1 Upper Level World Way North & Sky Way (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Sky Way						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	3	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	974	0	0	0	0	2026	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	974	0	0	0	0	2026	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	974	0	0	0	0	2026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	974	0	0	0	0	2026	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	1071	0	0	0	0	2026	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.37	0.00
Crit Vol:	0					357	0				506	
Crit Moves:						****					****	

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	944	0	0	0	1724	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	944	0	0	0	1724	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	944	0	0	0	1724	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	944	0	0	0	1724	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1038	0	0	0	1724	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Crit Vol:	0			519				431		0		
Crit Moves:				****				****				

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Study Draft EIR

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

Intersection #1 Upper Level World Way North & Sky Way (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Sky Way						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	909	0	0	0	0	2153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	909	0	0	0	0	2153	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	909	0	0	0	0	2153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	909	0	0	0	0	2153	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	1000	0	0	0	0	2153	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.39	0.00
Crit Vol:	0					333	0				538	
Crit Moves:						****					****	

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LAX Specific Plan Amendment
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.151
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	250	0	0	70	2575	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	0	70	2575	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	0	70	2575	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	70	2575	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	275	0	0	70	2575	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.11	3.89	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	146	5354	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Crit Vol:	0			138			70			0		
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.146
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	260	0	0	58	2585	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	0	58	2585	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	0	58	2585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	58	2585	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	286	0	0	58	2585	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.09	3.91	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	121	5379	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Crit Vol:			0			143			58			0
Crit Moves:				****			****					

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	882	0	0	0	1787	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	882	0	0	0	1787	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	882	0	0	0	1787	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	882	0	0	0	1787	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	970	0	0	0	1787	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00
Crit Vol:			0			485			447			0
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #1 Upper Level World Way North & Sky Way (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Sky Way						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	3	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	974	0	0	0	0	2026	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	974	0	0	0	0	2026	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	974	0	0	0	0	2026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	974	0	0	0	0	2026	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	1071	0	0	0	0	2026	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.37	0.00
Crit Vol:	0					357	0				506	
Crit Moves:						****					****	

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	944	0	0	0	1724	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	944	0	0	0	1724	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	944	0	0	0	1724	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	944	0	0	0	1724	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1038	0	0	0	1724	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Crit Vol:	0			519				431		0		
Crit Moves:				****				****				

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #1 Upper Level World Way North & Sky Way (Entry Intersection)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Sky Way						World Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	884	0	0	0	0	1955	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	884	0	0	0	0	1955	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	884	0	0	0	0	1955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	884	0	0	0	0	1955	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	972	0	0	0	0	1955	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	4.00	0.00
Final Sat.:	0	0	0	0	0	4125	0	0	0	0	5500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.36	0.00
Crit Vol:	0					324	0				489	
Crit Moves:						****					****	

LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.151
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	250	0	0	70	2575	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	0	70	2575	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	0	70	2575	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	70	2575	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	275	0	0	70	2575	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.11	3.89	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	146	5354	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Crit Vol:	0			138			70			0		
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #3 Upper Level World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.151
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Easy Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	250	0	0	70	2414	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	0	70	2414	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	0	70	2414	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	70	2414	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	275	0	0	70	2414	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.11	3.89	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	155	5345	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00
Crit Vol:		0		138			70				0	
Crit Moves:				****			****					

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LAX Specific Plan Amendment
Study Draft EIR

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

Intersection #2 Upper Level World Way South and West Way

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

Street Name:	West Way						World Way South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	859	0	0	0	1647	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	859	0	0	0	1647	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	859	0	0	0	1647	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	859	0	0	0	1647	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	945	0	0	0	1647	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	0	5500	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Crit Vol:		0		472				412			0	
Crit Moves:				****				****				

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HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	1233	751	664	1259	678
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4758	1389	3107	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4758	1389	3107	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1340	816	722	1368	737
RTOR Reduction (vph)	0	0	0	0	91
Lane Group Flow (vph)	1666	490	1091	999	646
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	39.7	39.7	40.8	40.8	40.8
Effective Green, g (s)	39.7	39.7	40.8	40.8	40.8
Actuated g/C Ratio	0.45	0.45	0.46	0.46	0.46
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)	2134	623	1432	1175	1202
v/s Ratio Prot	0.35		0.35	c0.39	
v/s Ratio Perm		c0.35			0.25
v/c Ratio	0.78	0.79	0.76	0.85	0.54
Uniform Delay, d1	20.7	20.8	19.8	21.1	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	6.5	2.5	6.1	0.5
Delay (s)	22.6	27.3	22.3	27.2	17.6
Level of Service	C	C	C	C	B
Approach Delay (s)	23.7		22.8		
Approach LOS	C		C		

Intersection Summary				
HCM Average Control Delay	23.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	903	546	449	952	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91
Frt	0.97	0.85	0.94	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4759	1389	3075	2400	1348
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4759	1389	3075	2400	1348
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	982	593	488	1035	558
RTOR Reduction (vph)	0	0	0	18	93
Lane Group Flow (vph)	1219	356	861	795	314
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	32.0	32.0	34.6	34.6	34.6
Effective Green, g (s)	32.0	32.0	34.6	34.6	34.6
Actuated g/C Ratio	0.43	0.43	0.46	0.46	0.46
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)	2041	596	1426	1113	625
v/s Ratio Prot	0.26		0.28	c0.33	
v/s Ratio Perm		c0.26			0.23
v/c Ratio	0.60	0.60	0.60	0.71	0.50
Uniform Delay, d1	16.4	16.4	14.9	16.0	14.0
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	1.6	0.7	2.2	0.6
Delay (s)	16.8	18.0	15.6	18.2	14.6
Level of Service	B	B	B	B	B
Approach Delay (s)	17.1		16.4		
Approach LOS	B		B		

Intersection Summary				
HCM Average Control Delay	16.7	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	60.6%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	1266	752	668	1165	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.96	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4764	1389	3122	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4764	1389	3122	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1376	817	726	1266	682
RTOR Reduction (vph)	0	0	0	0	98
Lane Group Flow (vph)	1695	498	1030	962	584
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	40.6	40.6	39.3	39.3	39.3
Effective Green, g (s)	40.6	40.6	39.3	39.3	39.3
Actuated g/C Ratio	0.46	0.46	0.45	0.45	0.45
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)	2200	642	1396	1139	1166
v/s Ratio Prot	0.36		0.33	c0.38	
v/s Ratio Perm		c0.36			0.22
v/c Ratio	0.77	0.78	0.74	0.84	0.50
Uniform Delay, d1	19.8	19.8	20.0	21.6	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	5.8	2.1	5.9	0.3
Delay (s)	21.5	25.7	22.1	27.5	17.6
Level of Service	C	C	C	C	B
Approach Delay (s)	22.4		22.9		
Approach LOS	C		C		

Intersection Summary				
HCM Average Control Delay	22.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int 5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	1266	752	668	1192	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4764	1389	3117	2548	2608
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4764	1389	3117	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1376	817	726	1296	698
RTOR Reduction (vph)	0	0	0	0	91
Lane Group Flow (vph)	1695	498	1050	972	607
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	39.9	39.9	40.3	40.3	40.3
Effective Green, g (s)	39.9	39.9	40.3	40.3	40.3
Actuated g/C Ratio	0.45	0.45	0.46	0.46	0.46
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)	2155	628	1424	1164	1192
v/s Ratio Prot	0.36		0.34	c0.38	
v/s Ratio Perm		c0.36			0.23
v/c Ratio	0.79	0.79	0.74	0.84	0.51
Uniform Delay, d1	20.5	20.6	19.6	21.0	17.0
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	6.8	2.0	5.3	0.3
Delay (s)	22.5	27.4	21.6	26.3	17.3
Level of Service	C	C	C	C	B
Approach Delay (s)	23.6		22.2		
Approach LOS	C		C		

Intersection Summary				
HCM Average Control Delay	22.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Int

5/21/2012

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	1244	774	668	1092	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.86	0.86	0.97	0.86	0.88
Frt	0.97	0.85	0.96	0.85	0.85
Flt Protected	1.00	1.00	0.96	1.00	1.00
Satd. Flow (prot)	4753	1389	3129	2548	2608
Flt Permitted	1.00	1.00	0.96	1.00	1.00
Satd. Flow (perm)	4753	1389	3129	2548	2608
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1352	841	726	1187	639
RTOR Reduction (vph)	0	0	0	0	99
Lane Group Flow (vph)	1697	496	999	914	540
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	41.3	41.3	38.2	38.2	38.2
Effective Green, g (s)	41.3	41.3	38.2	38.2	38.2
Actuated g/C Ratio	0.47	0.47	0.44	0.44	0.44
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)	2243	656	1366	1112	1139
v/s Ratio Prot	0.36		0.32	c0.36	
v/s Ratio Perm		c0.36			0.21
v/c Ratio	0.76	0.76	0.73	0.82	0.47
Uniform Delay, d1	19.0	19.0	20.4	21.7	17.5
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	5.0	2.1	5.0	0.3
Delay (s)	20.5	23.9	22.5	26.7	17.8
Level of Service	C	C	C	C	B
Approach Delay (s)	21.3		22.8		
Approach LOS	C		C		

Intersection Summary				
HCM Average Control Delay	22.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group